

# THE Commercial & Financial Chronicle

HUNT'S MERCHANTS' MAGAZINE,

A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

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## The Chronicle.

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### EARNINGS OF RAILROADS.

Railroad earnings still continue to make an extremely favorable comparison with last year. Thirty roads have now reported for the third week of September, and as the subject is one of great importance at the present time, we again bring the figures together, and give them below in the following table. It is hardly necessary to remark that many of the roads are operating a much heavier mileage than at the corresponding date in 1879. But allowing for this, there is still, as stated last week, a large margin left, due directly to an increase in business.

### EARNINGS THIRD WEEK OF SEPTEMBER.

	1880.	1879.	Increase.	Decrease.
Burl. Cedar Rapids & Northern.....	\$ 42,990	\$ 35,614	\$ 7,376	\$ .....
Chicago & Alton.....	177,111	159,620	17,491	.....
Chicago & Eastern Illinois.....	33,264	21,717	11,547	.....
Chicago Milwaukee & St. Paul.....	292,000	232,514	59,486	.....
Chicago St. Paul Minn. & Omaha.....	33,942	26,913	7,029	.....
Cincinnati & Springfield.....	17,312	19,911	.....	2,599
Clev. Col. Cin. & Indianapolis.....	82,525	92,813	.....	10,288
Denver & Rio Grande.....	91,352	25,922	65,430	.....
Des Moines & Fort Dodge.....	9,159	5,178	3,981	.....
Detroit Lansing & Northern.....	25,316	28,685	.....	3,369
Flint & Pere Marquette.....	34,075	28,806	5,269	.....
Grand Trunk of Canada.....	217,780	200,069	17,711	.....
Great Western of Canada.....	114,269	94,829	19,440	.....
Hannibal & St. Joseph.....	52,330	41,161	11,169	.....
International & Gt. Northern.....	43,384	45,218	.....	1,834
Lake Erie & Western.....	24,825	15,652	9,173	.....
Louisville & Nashville.....	206,400	121,867	84,533	.....
Memphis & Charleston.....	35,066	9,668	25,398	.....
Missouri Kansas & Texas.....	86,747	89,173	.....	2,426
New York & New England.....	61,898	57,194	4,704	.....
St. Louis Alton & T.H. (main line).....	27,318	25,054	2,264	.....
Do do (branches).....	16,150	15,150	1,000	.....
St. Louis Iron Mt. & Southern.....	184,300	166,504	17,796	.....
St. Louis & San Francisco.....	63,962	44,016	19,946	.....
St. Paul Minn. & Manitoba.....	70,100	51,403	18,697	.....
St. Paul & Sioux City.....	35,385	22,656	12,729	.....
Scioto Valley.....	6,205	6,341	.....	136
Texas Pacific.....	62,773	61,641	1,132	.....
Toledo Peoria & Warsaw.....	33,560	30,792	2,768	.....
Wabash St. Louis & Pacific.....	315,986	230,975	85,021	.....
Total.....	2,497,494	2,007,056	511,090	20,652
Net increase (24.43 per cent).....			490,438	

\* Week ended Sept. 25.

† Week ended Sept. 17.

This statement will certainly be considered satisfactory. The percentage of increase is smaller than in either of the two preceding weeks, but, in view of the heavy earnings last September, is yet very large. It is about 24½ per cent, against 29 per cent for the second week, and 26 per cent for the first week.

The shipments of grain during the period under review continued light, though it is said the movement is somewhat more free now. In addition, some of the Southern and Southwestern roads have suffered from the effect of the severe rains that have prevailed in Texas all through the month, but especially during the last week, and which have seriously interfered with the picking and marketing of cotton. The decrease on the International & Great Northern is no doubt entirely due to this cause. The rains, besides obstructing the work of picking, have rendered the wagon roads almost impassable, the ground being saturated with water, so that even where picking was proceeded with, the cotton could not be sent forward.

Last year the conditions affecting the early movement of cotton were all favorable. The crop was early, and it was sent to market with great rapidity. It should be remembered that at the beginning of the season there are no stocks of any consequence at the interior depots and that everything depends upon the early receipts. Notwithstanding the set-back it has received, Texas will yet produce a larger crop than it did last year, if the weather the rest of the season should prove auspicious.

Considering, therefore, the forces that have been at work to diminish earnings, and bearing in mind that we are

comparing with a time last year when all roads were doing a heavy business, the above exhibit is a very gratifying one.

### TENNESSEE BONDHOLDERS' LIEN ON RAILROADS.

This week the decision and opinion of the Court has been made public in an action brought by holders of Tennessee Internal Improvement State Bonds, to enforce a lien they claim to have against the railroads of the State. It will be remembered that in February of last year this threatened proceeding was used for the purpose of depressing the stocks and bonds of the roads affected. At that time we showed how baseless the claim was, and yet importance was given to it because the names of some prominent lawyers were publicly used (whether by authority or not we do not know) as endorsing the bondholders' view. The decision, however, which is now made public, as above stated, sets the question at rest, for it puts the issue in so clear a light that the complainants will be able to see extremely little hope of a reversal on appeal.

Our readers will remember that the General Assembly of the State of Tennessee passed, February 11, 1852, an act known as the "Internal Improvement act of the State of Tennessee," extending aid to railroad companies by a loan of State bonds. The State of Tennessee was then in good credit, and her six per cents brought a premium in the money markets of the world. The bonds which were issued under this act were transferable by delivery, and ran not less than thirty nor more than forty years from the respective dates of issue. They were paid to the railroad company and sold in open market without endorsement or guarantee. The State was invested by the terms of the statute with a lien upon each section of the company's road as soon as the bonds for that section were issued, and upon final completion of the road such lien was to attach to the entire road and its equipments. The company was to be incapable of creating any lien conflicting with that in favor of the State.

The condition of the roads and of the credit of the State during and subsequent to the war, is well known. In 1869-70, although none of the principal of the railroad aid bonds had matured, the General Assembly of the State (to enable the respective companies to repay the principal of their indebtedness for bonds loaned to them) passed an act permitting payment in any of the outstanding bonds of the State. To obtain money to purchase State bonds for surrender, they were severally authorized to issue mortgage bonds upon their respective roads, and deposit them with the Comptroller of the State to be by him delivered to the company whenever and as Tennessee State bonds were by the company surrendered and canceled. These mortgage bonds were by law declared to be a first lien on the road and equipments of the company issuing them, and as evidence to the purchaser the Comptroller was required to and did certify upon each bond that it was "secured by first mortgage."

As our readers are aware, most of the companies availed themselves of this legislation, bought State bonds to the full amount of their indebtedness, and, under the sanction of the State as aforesaid, issued other bonds, aggregating about thirty or forty million dollars. Now, however, it appearing that there are of these old improvement bonds (issued to the companies which took advantage of this legislation and paid up their indebtedness) still outstanding about sixteen millions of dol-

lars, the owners of them join in bringing these actions, claiming that the State lien provided by the original act was an instrument of security taken for the benefit of the internal improvement bondholders; that is to say, that the legislation and action of the State fixed upon the railroads respectively a lien not only in favor of the State, but also in favor of each bondholder, which latter the State could not by its legislation of 1869-70, and cannot, discharge.

These are, in brief, the facts and question which were presented to the Court. Judge Withey, in deciding the case, says in the first place (very much as we asserted eighteen months ago) that the issuing of the internal improvement bonds was a transaction between the State and the companies solely; that the State made and agreed to pay the bonds, the company in no degree whatever becoming a debtor to the bondholder, or promising or implying a promise to pay him. Consequently, and in accordance with such facts, the lien given is expressly and solely to the State. It was the State that the railroad company dealt with altogether. The State dictated the terms and the company accepted them; the terms were (1) that the State should have a lien upon the company's property for principal and interest; (2) that the interest should be paid by the company to the State at least fifteen days before it should become due; (3) that the principal of the bonds should be paid by the company by means of a sinking fund provided by it in the State Treasury.

Furthermore, there is no declaration of a trust in any portion of the statute, nor can trusteeship be implied from any section of it. We must remember that at that time the State credit was unquestioned and its bonds were at a premium. It would require therefore a very plain indication on the part of the Legislature to construe the statute as intending to make the State a trustee for the bondholders, since, when it gave its promise that the debt should be paid, no more could have been thought necessary either by the law-maker or by the State, or by the purchaser of the bond. It is repugnant to reason, therefore, and to the condition of the parties at that time, to imply (except from a very plain declaration of the law, from which there is no escape) that there was any subordinate security given to the bondholder or that the Legislature permitted the State to assume a trusteeship in his behalf. The State promised to pay the bond, and, to protect the State's liability, the railroad gave it a lien. Under such circumstances, the Court very well says, it is not its province to import conditions into a contract that appear neither by the plain terms of the statute nor of the bond issued under it.

Then, again, there are provisions of the act which are directly repugnant to any such construction. For instance, the sixth section reserves to the State the right, through proceedings in court, to sell the road and thereby discharge the lien. The State has a right to become a purchaser or a third party has a right to become a purchaser, and in either case the property is taken free from the lien. This is a virtual affirmation that the lien was wholly the State's and at its disposal. The seventh section also is, if possible, even more clearly opposed to the idea of an implied trust. According to that section the company was required to set apart "one per centum per annum" of the bonds issued and use that amount to purchase bonds (no particular bonds are designated, and, of course, therefore, it means any bonds) of the State of Tennessee, which are to be assigned to the Governor, and he "shall give" a receipt for the same to the company, and the "bonds so



"paid shall be a credit on the bonds issued to the company." Here is direct authority for doing a thing almost precisely similar to that which the Legislature provided for subsequently. Evidently if the company could, by the original act, purchase any Tennessee bonds in settlement of its debt, the special bonds issued could not constitute a lien except to the State. An attempt was made by the complainants to use the latter half of the seventh section to support their interpretation of the law. But we showed last February (CHRONICLE, Feb. 15, 1879,) the utter weakness of such a claim, and it is unnecessary to repeat our remarks here.

Finally, the Legislature, in 1869-70, by law, provided for the discharge of the lien, and thus interpreted its meaning and the intention of the law maker in creating it. Of course, a subsequent act could not violate a plain provision in the original statute in the bondholders' favor; but no one asserts that there was any such plain provision. Thereupon the Legislature and the State authorities, with the legislative sanction, accepted payment of the bonds, discharged the lien, and permitted new bonds to be issued by the companies. Under all these circumstances, we think we expressed our opinion none too strongly when we stated, over eighteen months ago, that these suits would prove "harmless."

#### THE EASTERN MUDDLE.

The state of affairs in the east of Europe continues to be as mixed and apparently as far from a satisfactory solution as ever. The Powers distrust each other, and hesitate to take any action which would precipitate hostilities. Riza Pasha, the commander of the Turkish forces in the neighborhood of Dulcigno, has notified the Prince of Montenegro that he will use force to resist any attempt at the violation of Turkish territory; and as the result of this information the Prince demands from Admiral Seymour, as a condition of his attacking Dulcigno, a guarantee of ulterior assistance on land.

It would appear also that the real barrier in the way of the cession of Dulcigno is not the opposition of the Albanians, but the opposition of the Turkish Government at Constantinople. On leaving Scutari the British Consul was assured by the Albanian Chief that they would submit to the will of Europe, directly the Porte ceased to act with them. This latter fact has given fresh encouragement to the view which has been held by some of the Powers, notably by Great Britain and Russia, that the point at which the allied fleets should demonstrate, should be Constantinople, rather than Dulcigno. In the meantime it is reported that Dulcigno has been fired, either by the Turks or by the Albanians, and that the town is wholly or partially destroyed; later, however, the report is denied.

It is really difficult to predict what is to be the end of all this confusion. We are hardly permitted to think that the combined Powers of Europe will back down before the Turk. Yet there are no signs of action; and the abandonment of the demonstration is openly talked of. At the present moment it is safe to say, the great European Powers never exhibited themselves in so unattractive a light. The position they now occupy is one of extreme humiliation. In two separate congresses they have agreed upon a common policy to be pursued with regard to Turkey. In both cases the decisions were communicated to the Porte; and in both cases promise of compliance with the demands of the Powers was made. It is now two years since the Treaty of Berlin was made public; and up to the present time, notwithstanding repeated promises to the contrary, the Porte has not taken the first step in the way

of giving effect to the provisions of that treaty. Some of the provisions of that treaty have, it is true, been carried out; but in every case where the will of congress has been complied with, the execution had been entrusted to other hands than those of the Sultan and his Ministers. It was believed that the second congress would give effect to the decisions of the first and force the Sultan to act. The result was contrary to expectation. It was believed again that the joint naval demonstration would prove more powerful than written documents or than the looks and words of angry plenipotentiaries. We have seen the result. Day has succeeded day; threats and warnings have been given; last words have been sent; but the Porte has remained as inactive and as indifferent as before. If there has been any change, it has been in the direction of greater stubbornness, of a more resolute determination not only not to yield, but to resist interference. The attitude of Turkey at the present moment is one of open defiance to Europe—the same Europe which two years ago interposed to save her from destruction.

The important question now is—What will the Powers do? Congresses have failed. Naval demonstrations have failed. Warnings and threats have failed. Will Turkey be left to herself? Will the Treaty of Berlin, after all that has been done to give it effect, be allowed to remain a dead letter? Is Europe to back down before the intractable and obdurate Turk, or is Europe to rise up in her majesty and enforce her authority? There are many possibilities. The present naval demonstration may be abandoned or it may be transferred from the Adriatic to the Ægean, from Dulcigno to Constantinople. There may be an agreement on the part of the Powers to supplement the naval forces by an adequate land force. Whatever may be finally agreed upon, it is hardly conceivable that the Sultan and his advisers will be allowed to have their own will. And yet there is an evident indisposition on the part of the allies to take the initiative and to employ force. It is confessedly a difficult situation; and the principal difficulty of the situation is, that there is a sad want of unity among the allies themselves. They do not trust each other, and there is a want of a common purpose.

There is an unwillingness to employ a land force, because of the complications which usually attend occupation. If a land force is to be employed, it will hardly be an allied force. It is more likely to be a body of men taken from some one nation, and the difficulty will be to select that nation or government to whom to entrust the occupation. It is well known to all the Powers that, in the present tottering condition of the Turkish empire, occupation is more likely to be permanent than temporary. Russia or Austria would be willing enough to furnish all the land troops necessary; but it is not the desire of the other Powers to give any one of those mentioned any further chance of increasing their territory at the expense of Turkey. Italy would be willing enough to furnish a body of men for the coercion of the Turks and the Albanians; but neither Austria nor France is willing to see Italy entrenched on the eastern shores of the Adriatic. It is doubtful whether either Germany or France would command more general confidence; and it may be taken for granted that Great Britain will not burden herself with any such responsibility. It is not to be denied that this jealousy might be got over by selecting some smaller power on whom to draw for land troops; but the fact that the jealousy exists is the point on which we insist, for it constitutes one of the great difficulties of the moment.

Then there is the visible want of a common purpose. France, it appears, if it is resolved to bombard

Dulcigno, will take no active part in the demonstration. If the French admiral is hindered by any legal technicality, now, the difficulty will remain whenever it may be agreed to take active measures. The objection which holds at Dulcigno will hold at Stamboul. It has appeared also that both Germany and Austria, while anxious to have the Treaty of Berlin carried out, are unwilling to employ force. What has been wanted, therefore, has been unity of purpose and confidence in each other. The probability now is that the attitude which Turkey has assumed, and the choice which the Powers are compelled to make between a humiliating defeat and the enforcement of their authority, will beget a common sentiment, and lead to united and determined action. It needs but this to make an end of the whole Eastern difficulty. It will not be wonderful, therefore, if it should turn out that Turkey, by her very obstinacy, has been but hastening and making more complete her own destruction.

#### RAILROAD FROM MEXICO TO VERA CRUZ.

In connection with the facts given last week respecting the concessions for new roads just determined by the Mexican Government, the history and present status of the railway from the seaport Vera Cruz to Mexico will be of interest. The name of the corporation is The Mexican Railway Company, Limited, and it is an English concern, holding a concession in perpetuity from the Mexican Government, and operating a line of railway between the points named, 293 miles.

The company was incorporated in 1864. The completion of the main line to the Capital of Mexico was celebrated in January, 1872. The Board of Directors includes some of the leading capitalists of London. Of the fourteen directors, four are appointed by the Mexican Government, two of whom act in Mexico and two in London. The Mexican Government gave this company a very liberal charter and important financial assistance. The reason for this was that the undertaking was such a difficult one that capitalists could not otherwise have been induced to enter upon it. Among other provisions of the concession, the Government engages not to subsidize any other railroad between the cities of Mexico and Vera Cruz prior to November 1, 1933. It will be remembered that last week we stated that a grant had been made to General Palmer of a road from the City of Mexico to Nautla on the Gulf. This does not, we suppose, strictly violate the above-mentioned provision; yet, if the new enterprise is carried out, it must do the old road very serious harm, as a narrow gauge can be built and operated so cheaply.

With regard to the pecuniary aid to the old company—in addition to exemption from certain payments, thereby indirectly increasing the funds of the company and diminishing the outlay which it would otherwise have been obliged to make—the Government rendered important assistance by gratuitous subvention and by a subscription at par to \$3,889,674 of the common stock of the share capital, deriving the cash for the payment of this subscription from the appropriation of 15 per cent of the maritime Custom House receipts during the four years from Nov. 11, 1868, to Nov. 11, 1872, amounting to \$2,823,800, and the balance from payments made during the French intervention. The accounts of the Secretary of Finance, rendered Jan. 15, 1879, show the total cash assistance to that date to have amounted to \$11,457,293 32. The subsidy granted in aid of the enterprise as a national gift, in addition to the purchase of the company's common shares, is \$14,000,000, payable in twenty-five annual instalments of

\$560,000, from seven and one-half per cent of the total import duties in the five custom-houses at the ports of Vera Cruz, Tampico, Matamoras, Mazatlan and Manzanillo.

The total cost of the road is stated to have been \$37,265,076, equivalent to \$127,184 per mile. The road is one of the most substantially constructed lines on the American continent, and its large cost was due mainly to that, added to the fact of the great engineering difficulties overcome in construction. Yet the necessary cost was considerably augmented by the error of commencing to build from the terminal points towards the centre of the line, thereby entailing enormous expenses for transportation, large payments for interest accumulated on securities marketed before traffic commenced, heavy discounts on bonds sold and high rates of interest paid for temporary loans during the long delays before any portion of the line could be opened for business.

The capital of the company consists of the following issues.

ORDINARY SHARES, full paid, \$11,260,150, of which \$3,500,000 went to the vendors, \$4,127,050 were issued to the public, and the balance was subscribed for and is now held by the Mexican Government.

FIRST PREFERENCE SHARES, non cumulative, entitled to net income of each half year to the extent of 8 per cent per annum. These shares amount to \$12,770,500, and were issued in lieu of 8 per cent bonds.

SECOND PREFERENCE SHARES, non cumulative, entitled to the net income of each half year to the extent of 6 per cent per annum after providing for prior charges. These shares amount to \$5,059,800, and were issued in payment of interest.

PERPETUAL MORTGAGE DEBENTURE STOCK, bearing interest at 6 per cent per annum, and amounting to \$10,000,000. All these securities are dealt in at the London Stock Exchange.

Issue per Mile.	Title.	Price Sept. 11, 1880.
\$38,430	Ordinary shares.....	40 per cent.
17,268	Second preference shares.....	70 "
43,588	First preference shares.....	110 "
34,130	Mortgage stock.....	111 "
\$133,416		

Regular semi-annual dividends are being paid upon the mortgage stock and the first preference shares; the second preference and ordinary shares have not yet received any cash dividends. The first preference shares received a distribution of 2 per cent in January last and 3 per cent in July, making 5 per cent for the twelve months.

The following earnings have been reported.

	Gross Earnings.	Expenses Per ct.	Net Earnings.
1880 (five months).....	\$1,512,000	...	...
1879.....	3,255,000	46 <sup>2</sup> / <sub>3</sub>	\$1,710,000
1878.....	2,895,000	57 <sup>1</sup> / <sub>3</sub>	1,237,500
1877.....	2,700,000	...	...
1876.....	2,175,000	...	...

At the last annual meeting, early in the present year, it was decided to appropriate \$300,000 of the subvention now being received from the Mexican Government, to the improvement of the line and the development of its traffic.

#### FINANCIAL REVIEW OF SEPTEMBER.

September was marked by considerable irregularity in the tone of feeling at the Stock Exchange during the last half of the month. Prices at the opening were generally firm, and there had been quite a confident expectation in some quarters that a very buoyant movement would be seen after the autumn business had fairly commenced.



With the first of the election excitement, however, Wall Street became sensitive, and the fluctuation in 4 per cent Government bonds (coupon) amounted to about 2 per cent—from 110½ on the 3d to 108½ as the lowest point on the 24th—with higher prices, but much irregularity, during the balance of the month.

The import of specie at New York from August 28 to September 25, as reported by weeks, was about \$16,457,839, but the shipments from Europe towards the close were apparently declining. The large imports of merchandise into the United States, and other circumstances incident to the commercial situation, gave rise to the opinion among bankers that the total imports of specie this year will probably be less than in 1879. Foreign exchange lacked animation throughout, and rates at the close of the month were near the lowest point. The cotton crop movement was much ahead of last year.

The money market was easy beyond expectation, and rates for call and time loans were notably lower than in September of last year. This was mainly attributed to the effects of the purchase by the United States Treasury each week of \$2,500,000 bonds for the sinking fund, to the imports of gold from abroad, and in some degree to the less urgent demand for currency from the West.

Speculative stocks were strong in the first part of the month, but afterward there was quite a serious decline, and the ardor of outside purchasers was much dampened. The tone of stocks became rather feverish, and after each advance of 2@3 per cent there was a disposition to realize, which sent prices back again. At the close of the month there had been a substantial recovery on the whole list. Railroad earnings kept up remarkably well, and the returns continued to show an increase over 1879.

The following summary shows the condition of the New York Clearing House banks, rate of foreign exchange, and prices of leading securities and articles of merchandise, on or about the 1st of October in 1878, 1879 and 1880:

	1880.	1879.	1878.
<b>New York City Banks—</b>			
Loans and discounts.....	\$310,204,000	\$260,763,700	\$246,322,500
Specie.....	65,147,600	20,017,400	18,199,600
Circulation.....	18,882,500	21,531,900	19,617,800
Net deposits.....	294,806,900	229,983,000	216,332,000
Legal tenders.....	13,197,200	40,047,700	45,680,700
Legal reserve.....	73,701,725	57,495,750	54,083,000
Reserve held.....	78,344,800	60,065,100	63,880,300
Surplus.....	\$4,643,075	\$2,569,350	\$9,797,300
<b>Money, Gold, Exchange</b>			
Call loans.....	2 @3	2 @7	3 @4
Prime paper.....	5 @5½	5 @6	4 @5½
Gold.....	100	100	100½
Silver in London, per oz.....	52½d	51½d	51½d
Prime sterling bills, 60 days.....	4 81½	4 81½-4 82½	4 80½-4 81
<b>United States Bonds—</b>			
6s, 1881, coupon.....	104½	105	108½
6s, currency, 1880.....	124	122½	119½
5s, 1881, coupon.....	102½	103	106½
4½s, 1891, coupon.....	108½	105½	103½
4s of 1907, coupon.....	107½	101½	100½
<b>Railroad Stocks—</b>			
New York Central & Hud. Riv.....	130	119	113½
Erie (N. Y. L. E. & W.).....	39	33	13½
Lake Shore & Mich. Southern.....	107½	95	69
Michigan Central.....	118½	139	71½
Chicago Rock Island & Pacific.....	112½	91½	82½
Illinois Central.....	105½	83½	41½
Chicago Milw. & St. Paul, com.....	91½	67½	31½
Delaware Lack. & Western.....	89½	67½	55½
Central of New Jersey.....	72½	60½	36
<b>Merchandise—</b>			
Cotton, Midd'l'g Uplands, @ lb.....	11½	10½	10½
Wool, American XX.....	36 @45	33 @40	32 @38
Iron, Amer. pig, No. 1, @ lb.....	25 50 @27 00	29 00 @30 00	16 50 @28 00
Wheat, No. 2 spring, @ bush.....	1 06 @1 08	1 20½ @1 22	1 02 @
Corn, Western mixed, @ bush.....	51 @52	53	49 @49½
Pork, mess., @ bbl.....	16 50 @17 50	9 50 @9 75	8 75 @8 85

The statements of the New York City Clearing House banks in each week of September were as follows:

N. Y. City Bank Statements.	Sept. 4.	Sept. 11.	Sept. 18.	Sept. 25.
Loans and discounts.....	\$311,942,500	\$313,716,300	\$314,123,500	\$310,204,000
Specie.....	65,134,700	66,340,300	66,517,300	65,147,600
Circulation.....	19,342,300	19,353,600	19,344,500	18,882,500
Net deposits.....	297,186,800	298,350,500	298,928,700	294,806,900
Legal tenders.....	14,541,400	13,948,200	13,517,700	13,197,200
Legal reserve.....	\$74,206,700	\$74,587,825	\$74,732,175	\$73,701,725
Reserve held.....	79,976,100	80,288,500	80,035,000	78,344,800
Surplus.....	\$5,079,400	\$5,700,875	\$5,302,825	\$4,643,075
Range of call loans.....	2 @5	2 @3	2 @3	2 @3
Rate of prime paper.....	5 @5½	5 @5½	5 @5½	5 @5½

The total transactions at the Stock Exchange, compared with previous months, were as follows:

	June.	July.	August.	Sept.
U.S. Govern't bonds.....	\$2,324,800	\$2,501,800	\$1,836,450	\$2,020,200
State bonds.....	350,000	193,000	445,500	514,500
Railroad bonds.....	50,844,280	32,829,160	34,144,330	36,621,400
Bank stocks... shares.....	1,513	708	946	415
Railroads, &c., .....	8,159,307	6,056,230	5,477,363	6,461,854

## CLOSING PRICES OF GOVERNMENT SECURITIES IN SEPTEMBER, 1880.

Sept.	6s, 1881, coup.	5s, 1881, coup.	4½s, 1891, coup.	4s, 1907, coup.	6s, Cur., 1898.	Sept.	6s, 1881, coup.	5s, 1881, coup.	4½s, 1891, coup.	4s, 1907, coup.	6s, Cur., 1898.
1.....				110¼		19.....			S.		
2.....		102¾				20.....	104½				
3.....				110¾		21.....				110¾	
4.....				110¼		22.....	104½	102½		110	
5.....			S.			23.....				109¾	
6.....						24.....				109¾	
7.....						25.....			109½	109¾	
8.....				110¼		26.....			S.		
9.....						27.....				109¾	
10.....			110¾			28.....	104½	102½	109	109	
11.....						29.....		102½		108¾	
12.....			S.			30.....				108¾	
13.....		102¾									
14.....											
15.....				110¾							
16.....						Open	104½	102½	110¾	110¼	
17.....				110¾		High	104½	102½	110¾	110¾	
18.....						Low	104½	102½	109	108¾	
						Clos.	104½	102½	109	108¾	

## CLOSING PRICES OF CONSOLS AND U.S. SECURITIES AT LONDON IN SEPT.

Sept.	Cons'ts for money.	5s of 1881.	4½s of 1891.	4s of 1907.	Sept.	Cons'ts for money.	5s of 1881.	4½s of 1891.	4s of 1907.
1.....	97½	106½	114¼	114¼	20.....	97½	105½	114	113
2.....	97½	106	114	114½	21.....	97½	105½	113½	112½
3.....	97½	106	114½	114½	22.....	97½	105½	113½	112½
4.....	97½	106	114½	114½	23.....	97½	105½	113½	112½
5.....		S.			24.....	97½	105½	113	112
6.....	97½	106	114	114½	25.....	97½	105½	112½	111½
7.....	97½	106	114½	114½	26.....	97½	105½	112½	111½
8.....	97½	106	114½	114½	27.....	97½	105½	112½	111½
9.....	97½	106	114½	114	28.....	97½	105½	112½	111½
10.....	97½	106	114½	114	29.....	97½	105½	112½	111½
11.....	97½	106	114½	114	30.....	97½	105½	112½	111½
12.....		S.							
13.....	97½	106	114	114	Opening	97½	106½	114½	114½
14.....	98	105½	114	114	Highest	98	106½	114½	114½
15.....	97½	105½	114	114	Lowest	97½	106½	114½	114½
16.....	97½	105½	113½	113½	Closing	97½	105½	112½	111½
17.....	97½	105½	113½	113½	Since Jan. 1				
18.....	97½	105½	114	112½	Highest	99½	106½	114½	114½
19.....		S.			Lowest	97½	104½	109½	106½

The following table will show the lowest, highest, and closing prices of railway and miscellaneous stocks at the New York Stock Exchange during the months of August and September:

## RANGE OF STOCKS IN AUGUST AND SEPTEMBER.

	July 31.	Low.	High.	Aug. 31.	Low.	High.	Sept. 30.
<b>RAILROADS.</b>							
Albany & Susquehanna.....	107½	111	109	109¼	111	109	
Bos. & N. Y. Air-L. pf.....	46	45	47½	46	46	42	
Burl. Ced. Rap. & No. ....	170	66	69½	65	63½	64	
Canada Southern.....	63½	59	64	60	57½	63½	58½
Cedar Falls & Minn.....	18½	19					
Central Iowa.....				28½	32		
Do 1st pref.....	59	59	59	58	75		
Do 2d pref.....				38	47½		
Central of N. Jersey.....	76½	73½	73½	76½	80½	72½	
Central Pacific.....	x74½	73½	73½	74½	71½	76	73½
Ches. & Ohio.....	x18½	18½	18½	18½	21½	19½	
Do 1st pref.....	25	25½	25½	22	23½	24	
Do 2d pref.....	20	20½	20½	19	22½	20½	
Chicago & Alton.....	x115	x113½	118	x116	113	118	114½
Do pref.....	x125½	130	x125				1130
Chic. Burl. & Quincy.....	125½	126½	x139½	x139½	126	140	131
Chic. Mil. & St. Paul.....	89	87	91½	87½	87½	95½	x94
Do pref.....	110	108	112½	x109½	109½	114	113½
Chic. & Northwest.....	99½	97½	101½	99½	104	106½	105½
Do pref.....	115½	125½	119	118½	126½	122½	122½
Chic. & Rock Isl. new.....	x115	111½	115½	114½	114	122	118½
Chic. St. L. & N. Orl's.....	34½	32	41½	39	34½	42	37½
Chic. St. P. Minn. & O. ....	45½	42½	47½	42½	39½	45½	42½
Do pref.....	79½	79½	84½	82½	80½	85½	82½
Cin. Ind. St. L. & Chic.....	x75	80	81	x80	80	86½	x86½
Danbury & Norwalk.....	x71	70½	73		68½	72½	70½
Clev. & Pittsb., guar.....	x120	119½	125½	x124	122	124	x124
Col. Chic. & Ind. Cent.....	17½	16½	20	18½	16	21½	18½
Delaware & West'n.....	86½	83½	82½	89½	87½	92½	x89
Denver & B. Grande.....	74	68	74½	71½	68	74½	70½
Dubuque & Sioux C.....					67	70	
Hannibal & St. Jo.....	35½	34	42½	41½	36½	44½	39½
Do pref.....	x72½	71½	86½	84	79	86½	82½
Harlem.....	180	185	200	195	195	195	1200
Houst. & Tex. Cent.....		68			62	65	62
Illinois Central.....	x110½	x108½	x113½	x112½	110½	116½	112½
Indiana Bl. & West.....		29	32½		23	28½	
Keok. & Des Moines.....		9½	11½		11		
Do pref.....					26½	27½	
Lake Erie & West.....	32½	30	33½	31	31	35½	33½
Lake Shore.....	x109½	105	109½	106½	105½	111	107½
Louisville & Nashv.....	x118	115	132	132	130	160½	156½
Manhattan.....	27	25½	31½	27½	26½	31½	29½
Manhattan Beach Co.....	150				45	45	
Martha & Cin. 1st pf.....		6½	10½	7	3½	8	4½
Do 2d pf.....		5	8	5½	2½	5½	
Memphis & Charleston.....	90	89	93½	93½	86	40	
Metropolitan Elev.....					88	96	x90
Michigan Central.....	x97	92½	98½	94	92½	97½	95½
Mo. Kans. & Texas.....	38	35	39½	36½	30½	37½	35½
Mobile & Ohio.....	21½	21	24½	23½	21	25	22½
Morris & Essex.....	106½	106	112½	110	109½	112½	111
Nashv. Chatt. & St. L.....	68	65	74½	69	50	71½	60½

\* Prices bid. Prices asked.

RAILROADS.	July 31.		August.		August 31.		September.		Sept. 30.	
	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.
N. Y. Cent. & Hud. R.	132½	128½	134½	129½	128½	133	x130			
New York Elevated	111½	110½	114	111½	110	114	x111			
N. Y. Lake Erie & W.	44½	37½	44½	38½	37½	41½	39			
Do	pref.	71½	65	73	66½	66	71½	69½		
N. Y. N. H. & Hartf. Rd.	165	164	166	165½	164½	170	x170			
N. Y. Ontario & W.	26½	24½	27½	26	26	26	26	26		
Northern Pacific	32	29	33	29½	27½	32	29			
Do	pref.	55½	51½	57½	52½	51	57½	53½		
Ohio Central	22	21½	25	20	24	21				
Ohio & Mississippi.	34½	33½	36½	34½	31½	37½	34½			
Do	pref.	73½	72	78	73	77½	x72			
Panama	181	182	186	186	190	195				
Peo. Decat. & E. V.ille.	25	27½	24	24	26½	25				
Phila. & Reading	18½	19	25	23	23½	32½	30½			
Pittsb. Ft. W. & C. Guar.	120	120	124½	120	124½	x120				
Pittsb. Titusv. & Buff.	117	120	120	120	120	120				
Rensselaer & Saratoga.	23	23	23½	20½	21					
Rome Wat. & Ogdens.	23	22	24	19	23½					
St. L. Alton & T. H.	65	65	77	75	79½					
Do	pref.	53½	53½	58½	56½	58½	50½			
St. L. & S. Francisco.	37	36	37½	36	32	35	x30			
Do	pref.	49	46½	50	42	47½	44			
Do	1st pref.	74	73	79½	77½	72½	77½	x72½		
St. Paul & Duluth	34½	32	34½	34	34					
Do	pref.	63	63	63	60	65				
Stonington	117	120	120	120	120					
Union Pacific	95	92½	96½	93½	x85	95½	x85½			
Un. N. J. RR. & Can.	160	169	169	169½	169½					
Wab. St. L. & Pacific.	41½	38½	43½	39½	34½	39½	37½			
Do	pref.	71½	69½	73½	70½	64	70½	68½		
TELEGRAPH.										
American District	74½	72½	75½	75	74	77½				
American Union	45½	42	47	45	39½	45	40			
Atlantic & Pacific	108	102½	109	103½	x95½	107½	x98½			
Western Union	108	102½	109	103½	x95½	107½	x98½			
EXPRESS.										
Adams	117	115	120	116	116	118	116½			
American	58	57½	60	58½	58½	59½	59½			
United States	48½	47½	49½	48½	47½	50	49			
Wells, Fargo & Co.	106½	106½	110	109½	109½	111½	x110½			
COAL AND MINING.										
Caribon Consol. Min.	13	13	21½	14	21½					
Cent. Arizona Min.	6	6½	10½	8½	5½	8½	6½			
Climax Mining	1½	2	2	1½	1½	1½	1½			
Colorado Coal & Iron	129	21	29	24½	23	24½				
Consolidation Coal.	30	30	35	x30	33	34				
Cumberland Coal & I'n	23	28½								
Deadwood Mining	14	15			11½	14				
Excelsior Mining	16½	15	17		6½	14	8½			
Homestake Mining	32	34½			32	35½				
La Plata Mining	5	5	5	4	5½	5½				
Little Pittsbg. Min.	5½	4	6		2½	4	2½			
Maryland Coal	16	19	19	x18	71	85	x15			
Montauk Gas Coal.	45	77½	77½							
New Central Coal.	25	28½			25½	30				
Pennsylvania Coal.	207	220	225	x210	225	225	x225			
Ontario Silver Min'g.	30	30	30	31	32½					
Quicksilver Mining	13½	14	14	x13	10½	13½	x10½			
Do	pref.	49	56	x52	51	57	x53			
Silver Cliff Mining	4½	4½	5	2½	4	2½				
Standard Cons. Min'g	27½	x27	x29	x28½	27½	30½	x28½			
VARIOUS.										
Boston Water Power.	82	8½	8½	8½	9½	10				
Del. & Hud. Canal.	82	79½	87	81½	81½	88½	84½			
Oreg'n Ry & Nav. Co.	118½	125	125	125	147					
Pacific Mail	127½	139½	143½	37	43½	39½				
Pullman Pal. Car. Co.	113½	115	115	118	125	118				
Sutro Tunnel	1½	1½	1½	1½	1½	1½	1½			

\* Prices bid. † Prices asked.

#### BANKERS' STERLING EXCHANGE (POSTED RATES) FOR SEPTEMBER, 1880.

Sept.	60 days.	De-mand.	Sept.	60 days.	De-mand.	Sept.	60 days.	De-mand.
1...	4-82	4-84	13...	4-82	4-84½	24...	4-82	4-84½
2...	4-82	4-84	14...	4-82	4-81½	25...	4-82	4-84½
3...	4-82	4-84	15...	4-82	4-84½	26...		S.
4...	4-82	4-84	16...	4-82	4-84½	27...	4-82	4-84½
5...		S.	17...	4-82	4-84½	28...	4-82	4-84½
6...	4-82	4-84	18...	4-82	4-84½	29...	4-81½	4-81
7...	4-82	4-84	19...		S.	30...	4-81½	4-84
8...	4-82	4-84½	20...	4-82	4-81½			
9...	4-82	4-84½	21...	4-82	4-84½			
10...	4-82	4-84½	22...	4-82	4-84½			
11...	4-82	4-84½	23...	4-82	4-84½			
12...		S.						

#### IMPORTS AND EXPORTS FOR AUG., AND FOR TWELVE MONTHS ENDING AUG. 31, 1880.

[Prepared by the Bureau of Statistics.]

Below is given the second monthly statement for the fiscal year 1880-81 of the imports and exports of the United States: The excess of exports of merchandise, stated in specie values, was as follows:

Month ended August 31, 1880.	\$10,917,189
Month ended August 31, 1879.	15,598,199
Eight months ended August 31, 1880.	55,818,507
Eight months ended August 31, 1879.	140,279,159
Twelve months ended August 31, 1880.	167,096,377
Twelve months ended August 31, 1879.	256,953,525

The excess of imports or exports of gold and silver coin and bullion was as follows:

Month ended August 31, 1880, excess of imports.	\$9,232,339
Month ended August 31, 1879, excess of imports.	5,935,477
Eight months ended August 31, 1880, excess of imports.	10,434,616
Eight months ended August 31, 1879, excess of exports.	1,648,855
Twelve months ended August 31, 1880, excess of imports.	79,459,431
Twelve months ended August 31, 1879, excess of imports.	955,431

The total values of imports and of domestic and foreign exports for the month of August, 1880, and for the eight and

twelve months ended August 31, 1880, are presented in the following tables, all in specie values:

[Corrected to September 27, 1880.]

#### MERCHANDISE.

	For the month of August.	For the months ended Aug. 31.	For the 12 months ended Aug. 31.
1880.—Exports—Domestic	\$66,301,423	\$542,355,034	\$852,229,328
Foreign	881,787	8,532,120	12,019,948
Total	\$67,183,210	\$550,887,154	\$864,249,276
Imports	56,286,021	495,068,647	697,152,899
Excess of exports over imports	\$10,917,189	\$55,818,507	\$167,096,377
1879.—Exports—Domestic	\$57,993,735	\$444,782,461	\$701,813,400
Foreign	687,233	7,015,242	11,272,066
Total	\$58,680,968	\$451,797,703	\$713,085,466
Imports	43,082,769	311,518,544	456,131,941
Excess of exports over imports	\$15,598,199	\$140,279,159	\$256,953,525

#### GOLD AND SILVER—COIN AND BULLION.

1880.—Exports—Domestic	\$231,322	\$3,829,167	\$7,798,595
Foreign	380,077	5,777,507	7,622,214
Total	\$611,399	\$9,406,674	\$15,420,809
Imports	9,849,738	19,841,290	94,880,240
Excess of imports over exports	\$9,238,339	\$10,434,616	\$79,459,431
1879.—Exports—Domestic	\$1,345,946	\$14,700,870	\$18,266,739
Foreign	484,394	5,101,993	7,099,881
Total	\$1,830,340	\$19,802,863	\$25,366,620
Imports	7,765,817	18,154,008	26,321,851
Excess of exports over imports	\$5,935,477	\$1,648,855	\$955,431

#### TOTAL MERCHANDISE AND SPECIE.

1880.—Exports—Domestic	\$66,532,745	\$546,184,201	\$860,027,923
Foreign	1,261,864	14,109,627	19,642,162
Total	\$67,794,609	\$560,293,828	\$879,670,085
Imports	66,115,759	514,909,937	797,033,139
Excess of exports over imports	\$1,678,850	\$145,383,891	\$82,636,946
1879.—Exports—Domestic	\$59,339,681	\$459,483,331	\$720,080,139
Foreign	1,171,627	12,117,235	18,371,747
Total	\$60,511,308	\$471,600,566	\$738,451,886
Imports	50,848,586	329,672,552	482,453,792
Excess of exports over imports	\$9,662,722	\$141,928,014	\$255,998,094

The following is a statement showing, by principal customs districts, the values of merchandise imported into and exported from the United States during the month of August, 1880:

Customs Districts.	Imports.	Domestic Exports.	Foreign Exports.
Baltimore, Md.	\$1,239,322	\$8,976,779	\$1,589
Boston, &c., Mass.	5,257,668	5,377,141	62,974
Brazos, &c., Texas.	159,245	45,312	186,734
Buffalo Creek, N. Y.	244,179	24,963	
Champlain, N. Y.	297,775	214,825	
Charleston, S. C.		90,307	
Chicago, Ill.	72,970	786,613	461
Corpus Christi, Texas.	11,810	18,600	2,012
Cuyahoga, Ohio.	14,358	41,231	
Detroit, Mich.	108,263	293,196	12,901
Galveston, Texas.	323,438	39,616	
Huron, Mich.	157,733	1,157,677	11,575
Key West, Fla.	31,764	106,296	
Miami, Ohio.	3,088	1,453,787	
Minnesota, Minn.	174,547	91,980	
New Haven, Conn.	48,531	13,655	
New Orleans, La.	604,125	2,824,354	13,955
New York, N. Y.	39,168,655	35,937,898	500,449
Niagara, N. Y.	142,333	14,397	1,431
Oregon, Oregon.		219,850	
Oswegatchie, N. Y.	102,923	78,320	
Oswego, N. Y.	314,264	169,054	18,536
Pennamaddy, Me.	76,958	38,470	102
Pensacola, Fla.	18,876	52,621	
Philadelphia, Pa.	4,359,692	5,388,379	16,077
Portland, &c., Me.	111,869	138,672	12,158
Puget's Sound, W. T.	800	40,402	
Richmond, Va.	375	290,133	
San Francisco, Cal.	2,372,888	1,721,756	37,767
Savannah, Ga.	16,664	22,700	
Vermont, Vt.	564,848	111,783	
Willamette, Oregon.	20,416	83,289	
Wilmington, N. C.	579	151,413	
All other districts	245,065	285,993	3,066
Total	\$56,266,021	\$66,301,423	\$881,787

**Canadian Pacific.**—The press despatches from Quebec, Sept. 7, have the following: "Sir John McDonald, who has arrived here from England, states that satisfactory arrangements have been entered into with a syndicate for the completion of the Canada Pacific Railway within ten years, and for the running of the road for a further period of ten years; also that he had obtained satisfactory guarantees for the perfecting of these arrangements. The syndicate was composed of eminent capitalists of Frankfort, Paris, London, New York and Canada. Sir John stated that his two colleagues and himself abroad, by an order of the Governor-General in council, must first report the result of their labor, with all details, to the Governor-General in council, and they would then discuss in council whether it would be in the public interest to publish any or all details of the proposed arrangements before laying them before Parliament."



**Monetary and Commercial English News****RATES OF EXCHANGE AT LONDON AND ON LONDON AT LATEST DATES.**

EXCHANGE AT LONDON—Sept. 18.			EXCHANGE ON LONDON.		
On—	Time.	Rate.	Latest Date.	Time.	Rate.
Paris .....	Short.	25-35 @ 25-45	Sept. 18	Short.	25-37½
Paris .....	3 mos.	25-52½ @ 25-60	Sept. 18	Short.	25-40
Antwerp .....	"	25-55 @ 25-60	Sept. 18	"	12-14
Amsterdam .....	Short.	12-2½ @ 12-3½	Sept. 18	Short.	20-46
Berlin .....	3 mos.	20-70 @ 20-72	Sept. 18	"	20-46
Hamburg .....	"	20-70 @ 20-72	Sept. 18	"	20-46
Frankfort .....	"	12-22½ @ 12-07½	Sept. 18	3 mos.	118-20
Vienna .....	"	24¼ @ 24½	Sept. 18	"	"
St. Petersburg .....	"	47¼ @ 47½	Sept. 18	"	"
Madrid .....	"	37¾ @ 47¼	Sept. 18	"	"
Cadiz .....	"	52½ @ 52¾	Sept. 18	"	"
Lisbon .....	"	28-17½ @ 28-22½	Sept. 18	3 mos.	27-80
Genoa .....	"	18-40 @ 18-45	Sept. 18	"	"
Copenhagen .....	3 mos.	"	Sept. 15	3 mos.	97½
Alexandria .....	"	"	Sept. 18	"	4-80½
New York .....	30 days	1s. 8½d.	Sept. 18	4 mos.	1s. 8½d.
Bombay .....	"	1s. 8½d.	Sept. 18	"	1s. 8½d.
Calcutta .....	"	"	Sept. 18	"	3s. 9½d.
Hong Kong .....	"	"	Sept. 18	"	5s. 2½d.
Shanghai .....	"	"	Sept. 18	"	"

[From our own correspondent.]

LONDON, Saturday, September 18, 1880.

There has been very little movement in gold during the week, and the New York Exchange having become somewhat more favorable, the money market has assumed a somewhat easier appearance. There has not, however, been any material change in the rates of discount, and the published quotation of the Bank of England remains at 2½ per cent. Any immediate alteration is not expected to take place, and it is evident that when business has been actively resumed at the termination of the holiday season the inducements to trade with confidence will be considerable. There is, however, much reason to believe that the majority of merchants will be disposed to continue a course of judicious trading. At this time last year the American demand for iron had commenced and prices were advancing rapidly, though from a low point. Genuine speculation had degenerated into gambling in some branches of our commerce, and even legitimate traders, who had large profits on paper, have since discovered that the encouragement given to weak speculators is fraught with considerable danger. The value of most commodities is now at a more normal level, and, schooled by recent experiences, the facilities for injudicious speculation have been very much curtailed. This is very satisfactory, for we now appear to be doing a fairly extensive and sound trade, and it is reasonable to hope that when such a position has been gained cheap money, cheap food and probably an improving political prospect will afford assistance towards a further development.

There has been a copious fall of rain during the week, and, although there is still some unharvested grain in the north, the country has been much benefitted by it. We are now fairly in the autumn, and if we should have seasonable weather there will be a very abundant yield of produce and of cattle food. Turnips and mangolds will be a crop of remarkable weight, and as regards vegetable food for domestic consumption, there is a superabundance. Farmers and market gardeners are satisfied with the abundance of their crops, but complain of the price their produce brings in. An opinion seems to be gaining ground that more numerous markets are wanted in London and in our principal cities and towns. Although since Covent Garden market was erected the size of London has been increased probably tenfold, yet we are still restricted to that and a few minor markets, and great difficulty is experienced in disposing of produce to advantage. The greater part of the profit seems to be absorbed by middlemen, as neither the public nor the producer obtains any great benefit from the present cheapness of vegetable food. Tradesmen still complain of co-operation, but they continue to encourage it by grasping at excessive profits.

The demand for money during the week has been very moderate, and there has not been much variation in the rates. The supply of floating capital is good, and the rate for day-to-day money on the best security is only about 1¼ per cent. The present rates of discount are as follows:

	Per cent.	Open-market rates—	Per cent.
Bank rate .....	2½	4 months' bank bills .....	2½ @ 2½
Open-market rates—		6 months' bank bills .....	2½ @ 2½
30 and 60 days' bills .....	2¼ @ 2½	4 & 6 months' trade bills .....	2½ @ 3
3 months' bills .....	2¼ @ 2½		

The rates of interest allowed by the joint-stock banks and discount houses for deposits are subjoined:

	Per cent.
Joint-stock banks .....	1½
Discount houses at call .....	1½
Do with 7 or 14 days' notice .....	1½

The following statement shows the present position of the Bank of England, the Bank rate of discount, the price of Consols, the average quotation for English wheat, the price of middling upland cotton, of No. 40 mule twist, fair second quality, and the Bankers' Clearing House return, compared with the three previous years:

	1880.	1879.	1878.	1877.
Circulation, excluding Bank post bills .....	26,651,265	23,095,910	26,697,820	27,533,275
Public deposits .....	6,219,884	5,601,485	4,583,838	4,879,243
Other deposits .....	24,940,129	31,550,540	20,330,055	22,224,951
Government securities .....	15,420,851	16,336,224	13,754,031	14,121,093
Other securities .....	17,619,541	17,248,167	17,981,959	19,684,015
Reserve of notes & coin .....	16,673,280	22,124,165	11,785,005	11,999,404
Coin and bullion in both departments .....	28,327,485	35,220,075	23,485,825	24,432,679
Proportion of assets to liabilities .....	53-03			
Bank rate .....	2½ p. c.	2 p. c.	5 p. c.	3 p. c.
Consols .....	97½	97½	95¼	95½
Eng. wheat, av. price .....	42s. 2d.	47s. 11d.	45s. 0d.	59s.
Mid. Upland cotton .....	7½d.	6½d.	6½d.	10½d.
No. 40 mule yarn .....	9½	9½	9½	10½d.
Clearing-House ret'n .....	82,101,000	94,602,000	97,952,000	99,583,000

There has been very little movement in gold in this country during the week, but further amounts have been sent from the Continent to New York. The silver market has been unsettled and the quotations are rather weaker. Mexican dollars are also rather cheaper. The following prices of bullion are from the circular of Messrs. Pixley & Abell:

	GOLD.	s. d.	s. d.
Bar gold, fine .....	per oz. standard.	77	9½ @
Bar gold, containing 20 dwts. silver, per oz. standard .....		77	11 @
Spanish doubloons .....	per oz.	74	0 @
South American doubloons .....	per oz.	73	9 @
United States gold coin .....	per oz.	76	3½ @
German gold coin .....	per oz.	76	3½ @
	SILVER.	d.	d.
Bar silver, fine .....	per oz. standard, nearest	52¼	@
Bar silver, contain'g 5 grs. gold .....	per oz. standard, nearest	52¾	@
Cake silver .....	per oz.	56¾	@
Mexican dollars .....	per oz.	51¾	@
Chilian dollars .....	per oz.	51¾	@
Quicksilver, 27 Os. Od.	Discount, 3 per cent.		

The following are the current rates of discount at the principal foreign centres:

	Bank rate.	Open market.		Bank rate.	Open market.
	Pr. ct.	Pr. ct.		Pr. ct.	Pr. ct.
Paris .....	2½	2½	Genoa .....	4	3½
Amsterdam .....	3	2½	Geneva .....	4	3½
Brussels .....	3	2½	Madrid, Cadiz & Barcelona .....	4	6
Berlin .....	5½	5	Lisbon & Oporto .....	5½	5¼
Hamburg .....	5½	5	Copenhagen .....	2½ @ 4	3½
Frankfort .....	5½	5	New York .....	4	5 @ 5½
Vienna .....	4	3½	Calcutta .....	4	
St. Petersburg .....	6	5			

Business on the Stock Exchange has been very quiet during the week. A fortnightly settlement has been arranged, and no difficulties have been made public. British railway shares have somewhat receded in value, but the foreign market has been firm, though without much doing in it.

The shareholders in the Bank of England held their half-yearly meeting on Thursday, and declared a dividend of 4¼ per cent, being at the rate of 9½ per cent per annum. The net profits for the half year had been £692,169, making the amount of "rest," or undivided profit on that day £3,704,243. After paying the dividend the "rest" would amount to £3,012,976.

Millers have at length commenced to buy wheat, and, the shipments from America having fallen off while the price in New York has also somewhat improved, prices during the last few days have experienced a slight improvement. The upward movement will, no doubt, soon bring larger supplies to market, as farmers' needs are great, and, the harvest of cereals having been nearly completed, there is now ample opportunity for making a liberal use of the threshing machine. It is a well-known fact that the supplies of wheat and flour held by millers and bakers is very limited, and that the stocks in granary are low. In order to replenish their stocks and raise them to a fair working point large purchases will have to be made by millers, and if they have convinced themselves that the present is a favorable opportunity to buy there should be a considerable amount of business doing in wheat. High prices are, of course, out of the question, and it is more than probable that a hand-to-mouth policy will be pursued as soon as millers have purchased the amount of produce they require to constitute a fair working stock.

The Austrian Minister of Agriculture has published a report on the results of the harvest, so far as information received to the beginning of September enabled a judgment to be formed. The yield of rye throughout the western portion of the empire

is characterized as some degrees below "moderate," but can no longer be qualified as thoroughly "good" (as was anticipated). There are similar qualifications as to the actual yield of barley, and oats are lower than previous anticipations. Barley can now be said to be only "good," and oats as something better than "average." The prospects of maize continue to be decidedly good. With the exception of some late kinds, all the beans, peas and other leguminous crops have been gathered, and are declared, so far as quantity, to be "right good." As to hops, which are in course of being picked, the produce is only middling. Early potatoes were as to quantity very satisfactory, but unfortunately disease seems to have attacked them extensively, and consequently the produce must be set down as "scarcely moderate." Late potatoes also show extensive symptoms of the disease. Beet-roots, both for sugar and for fodder, are progressing very satisfactorily. In some districts complaints are made as to the small yield of sugar promised by the beets, but there are hopes of improvement in this respect. Although in some districts hay and the after-grass are better than usual, yet on the whole it must be said that this is not the case, and the yield must be characterized as very moderate. As to wine, the rain and hail storms have done much harm to the grapes, and in any case the yield will be, as to quantity, only very moderate. The quality of the wine will depend on the continuance of the fine weather with which the country has lately been favored.

Annexed is a return showing the extent of our exports of British and Irish produce and manufactures, and also of colonial and foreign wool, to the United States during the month of August and during the eight months ended August 31, compared with the previous year:

	EXPORTS.		In Eight Months.	
	In August.	1880.	1879.	1880.
Alkali.....cwt.	230,038	273,723	1,797,630	2,304,967
Apparel and slops.....£	6,748	6,465	38,452	52,250
Bags and sacks.....doz.	14,320	37,883	206,666	250,302
Cotton piece goods.....yds.	4,597,400	5,692,630	36,947,190	62,408,200
Earthenware & porcelain.....£	61,230	80,605	427,445	615,467
Haberdashery and millinery.....£	29,327	44,726	190,179	333,165
Hardware and cutlery.....£	31,808	44,624	213,111	322,099
Iron—Pig.....tons.	12,112	27,198	44,607	537,982
Bar &c.....tons.	816	1,209	2,685	47,869
Railroad.....tons.	4,719	16,311	13,676	159,244
Hoops, sheets and boiler plates.....tons.	374	1,057	2,244	35,979
Tin plates.....tons.	14,707	16,300	98,567	110,291
Cast or wrought.....tons.	2,000	5,788	4,827	11,932
Old for remanufact.....tons.	19,043	4,181	33,300	184,583
Steel—Unwrought.....tons.	459	903	3,728	31,670
Lead—Pig.....tons.	175	359	205	205
Linen piece goods.....yds.	7,925,000	6,308,300	58,480,700	69,883,800
Jute manufactures.....yds.	2,908,100	6,250,800	32,507,100	57,336,000
Machinery—stm. engs.....£	127	170	3,139	5,096
Other descriptions.....£	15,882	5,794	102,328	241,904
Paper—Writing or printing & envelopes.....cwt.	75	796	1,124	3,261
Other kinds, except paper hangings.....cwt.	106	237	2,909	2,720
Salt.....tons.	17,703	29,461	150,381	159,641
Silk broad stuffs.....yds.	32,711	28,434	234,487	242,094
Ribbons.....£	227	625	4,051	2,000
Other articles of silk only.....£	2,311	2,481	16,386	23,813
Do mixed with other materials.....£	7,118	18,167	42,706	74,824
Spirits—British and Irish.....gals.	13,251	11,374	39,273	41,586
Stationery—Other than paper.....£	5,090	6,973	41,792	45,709
Tin—Unwrought.....cwt.	659	907	14,251	13,802
Wool—British.....lbs.	560,200	71,900	1,454,900	9,750,700
Colonial & foreign.....lbs.	1,194,200	577,600	13,149,900	18,917,618
Woolen cloth.....yds.	235,300	621,500	1,331,200	3,256,900
Worsted stuffs.....yds.	3,622,800	4,515,800	18,728,300	28,830,100
Carpets, not being rugs.....yds.	7,000	26,200	82,310	140,600

The supplies of home-grown produce arriving at market are now increasing, and during the week ended Sept. 11 they were 28,146 quarters, against 13,643 quarters in the 150 principal markets; the estimated total for the kingdom being 112,600 quarters, against 54,600 quarters in 1879. Since harvest the sales in the 150 principal markets have been 57,010 quarters, against 47,974 quarters; and it is computed that in the whole kingdom they were 228,000 quarters, against 192,000 quarters in the corresponding period of last season. Without reckoning the supplies furnished ex-granary at the commencement of the season, it is estimated that the following quantities of wheat and flour have been placed upon the British markets since harvest. The visible supply in the United States is also given:

	1880.	1879.	1878.	1877.
Imports of wheat.....cwt.	5,716,236	4,829,577	3,149,708	2,727,593
Imports of flour.....cwt.	635,931	512,000	313,337	285,536
Sales of home-grown produce.....	988,200	831,600	2,451,800	1,826,500
Total.....	7,360,387	6,173,177	5,919,845	4,839,629
Deduct exports of wheat and flour.....	79,100	113,250	165,454	108,391
Result.....	7,281,287	6,059,927	5,754,391	4,731,238

	1880.	1879.	1878.	1877.
Average price of English wheat for season (qr.)	43s. 2d.	45s. 0d.	45s. 4d.	60s. 6d.
Visible supply of wheat in the U. S.....bush.	14,800,000	17,927,079	11,703,489	6,315,205

The following figures show the imports and exports of cereal produce into and from the United Kingdom during the first three weeks of the season, compared with the corresponding period in the three previous seasons:

IMPORTS.				
Wheat.....cwt.	5,716,236	4,829,577	3,149,708	2,727,593
Barley.....cwt.	357,529	436,704	579,290	368,223
Oats.....cwt.	1,013,379	668,040	573,910	1,009,760
Peas.....cwt.	24,661	29,271	140,685	38,162
Beans.....cwt.	80,580	103,302	118,783	314,399
Indian corn.....cwt.	3,268,831	1,447,193	2,310,326	1,452,152
Flour.....cwt.	655,951	512,000	313,337	285,536
EXPORTS.				
Wheat.....cwt.	70,120	99,835	158,594	105,652
Barley.....cwt.	942	814	4,746	1,942
Oats.....cwt.	4,370	872	569	6,703
Peas.....cwt.	6,816	8,147	1,094	630
Beans.....cwt.	2,715	1,471	312	815
Indian corn.....cwt.	14,895	145,506	9,263	14,651
Flour.....cwt.	8,980	13,415	6,830	2,719

#### English Market Reports—Per Cable.

The daily closing quotations in the markets of London and Liverpool for the past week, as reported by cable, are shown in the following summary:

**London Money and Stock Market.**—The bullion in the Bank of England has decreased £179,000 during the week. The reserve of the Bank of France during the same time decreased 19,725,000 francs in gold and 436,000 francs in silver.

	Sat. Sept. 25.	Mon. Sept. 27.	Tues. Sept. 28.	Wed. Sept. 29.	Thurs. Sept. 30.	Fri. Sept. 1.
Silver, per oz.....d.	52 1/2	52 1/2	52 1/2	52 1/2	52 1/2	52 1/2
Consols for money.....	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2
Consols for account.....	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2
U. S. 5s of 1881.....	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2
U. S. 4s of 1891.....	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2
U. S. 4s of 1907.....	111 1/2	111 1/2	111 1/2	111 1/2	111 1/2	111 1/2
Erie, common stock.....	39 1/2	39 1/2	39 1/2	40 1/2	40 1/2	40 1/2
Illinois Central.....	115	115	115	115 1/2	116	117
Pennsylvania.....	60 1/2	60 1/2	59 1/2	60 1/2	60 1/2	60 1/2
Philadelphia & Reading.....	14 1/2	14 1/2	14 1/2	16 1/2	16 1/2	15
New York Central.....	132 1/2	132 1/2	132	133 1/2	134	134

#### Liverpool Breadstuffs and Provisions Markets.

	Sat. s. d.	Mon. s. d.	Tues. s. d.	Wed. s. d.	Thurs. s. d.	Fri. s. d.
Flour (ex State) 100 lb. 12 s. d.	12 6	12 6	12 6	12 6	12 6	12 6
Wheat, No. 1, wh. " 8 11	8 10	8 10	8 10	8 10	8 11	8 11
Spring, No. 2 " 8 8	8 8	8 8	8 8	8 8	8 9	8 9
Winter, West, n. " 8 8	8 7	8 8	8 8	8 8	8 9	8 9
Cal. white " 8 10	8 10	8 10	8 10	8 10	8 10	8 10
Corn, mixed, West. " 4 11 1/2	4 11	4 11 1/2	4 11 1/2	4 11 1/2	4 11 1/2	5 0
Pork, West. mess. 100 lb. 72 s. d.	72 0	72 0	72 0	72 0	72 0	72 0
Bacon, long clear, cwt. 42 s. d.	42 0	42 0	42 0	42 0	42 0	43 0
Beef, pr. mess, 1/2 tierce 62 s. d.	62 6	62 6	62 6	62 6	62 6	62 6
Lard, prime West. 100 lb. 43 s. d.	43 0	43 0	43 0	42 6	42 6	42 3
Cheese, Am. choice " 64 0	64 0	64 0	64 0	64 0	64 0	64 0

Liverpool Cotton Market.—See special report on cotton.

#### Commercial and Miscellaneous News.

**IMPORTS AND EXPORTS FOR THE WEEK.**—The imports of last week, compared with those of the preceding week, show a decrease in both dry goods and general merchandise. The total imports were \$7,503,779, against \$12,797,557 the preceding week and \$8,666,859 two weeks previous. The exports for the week ended Sept. 23 amounted to \$9,131,409, against \$8,728,104 last week and \$8,718,379 two weeks previous. The following are the imports at New York for the week ending (for dry goods) Sept. 23 and for the week ending (for general merchandise) Sept. 24:

FOREIGN IMPORTS AT NEW YORK FOR THE WEEK.				
	1877.	1878.	1879.	1880.
Dry Goods.....	\$1,432,003	\$1,614,700	\$2,155,438	\$2,309,767
General mchse.....	3,766,477	4,035,680	5,740,830	5,194,012
Total week.....	\$5,198,485	\$5,650,380	\$7,896,318	\$7,503,779
Prev. report.....	244,202,057	209,063,498	232,057,804	366,636,292
Totals 'ee Jan. 1.....	\$249,400,542	\$214,713,878	\$239,954,122	\$374,140,072

In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending September 28:

EXPORTS FROM NEW YORK FOR THE WEEK.				
	1877.	1878.	1879.	1880.
For the week.....	\$6,775,624	\$7,034,916	\$8,126,960	\$9,131,409
Prev. reported.....	202,785,532	234,378,589	213,746,947	298,318,583
Totals 'ee Jan. 1.....	\$209,561,156	\$261,444,405	\$251,973,907	\$307,449,992

#### EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

The following table shows the exports and imports of specie at the port of New York for the week ending Sept. 25.



	Exports from New York.		Imports at New York.	
	Gold.	Silver.	Gold.	Silver.
Great Britain.....	\$3,680	\$46,433	\$777,666	\$.....
France.....	.....	.....	1,019,812	.....
Germany.....	.....	2,607	2,635,557	.....
West Indies.....	.....	.....	19,000	58,220
Mexico.....	.....	.....	.....	.....
South America.....	.....	.....	26,630	9,314
All other countries..	18,441	.....	.....	.....
Total.....	\$22,121	\$49,040	\$4,478,665	\$67,534

Of the above exports \$— were American gold coin and \$— silver coin. Of the imports \$17,403 were American gold coin and \$58,782 silver coin.

The movement from January 1 to date includes the export of \$2,151,023 gold and \$3,665,850 silver, and the import of \$27,001,686 gold and \$3,879,131 silver. The total exports and imports of specie at New York in the present and several previous years have been as follows:

Year.	Exports.	Imports.	Year.	Exports.	Imports.
1880.....	\$5,816,873	\$30,880,817	1875.....	\$63,444,417	\$9,544,809
1879.....	12,540,971	39,722,718	1874.....	43,356,687	4,867,565
1878.....	10,605,072	15,387,207	1873.....	42,877,859	6,424,429
1877.....	23,562,319	11,695,686	1872.....	60,076,209	4,974,009
1876.....	40,392,129	4,958,667	1871.....	56,202,229	8,256,415

STATEMENT of the Comptroller of the Currency, showing by States the amount of National Bank circulation issued, and the amount of Legal Tender notes deposited in the United States Treasury to retire National Bank circulation, from June 20, 1874, to Oct. 1, 1880, and amount remaining on deposit at latter date.

STATES AND TERRITORIES.	Additional Circulation issued since June 20, 1874.	Legal-Tender Notes Deposited to Retire National Bank Circulation since June 20, 1874.		Legal Tenders on deposit with U. S. Treasurer at date.
		Redempt'n of Notes of Liquidating Banks	To retire Circulation under Act of June 20, 1874.	
Maine.....	\$1,461,180	\$317,000	\$600,000	\$917,000
N. Hampshire.....	632,865	72,997	55,800	128,797
Vermont.....	1,798,310	184,397	1,148,240	1,332,537
Massachusetts.....	20,760,150	234,800	8,262,300	8,497,100
Rhode Island.....	1,410,320	32,350	954,983	987,335
Connecticut.....	2,495,360	65,350	2,226,330	2,291,680
New York.....	20,857,845	2,182,878	25,311,181	27,494,059
New Jersey.....	1,712,665	241,660	1,562,280	1,803,940
Pennsylvania.....	10,979,040	1,294,226	7,162,321	8,456,547
Delaware.....	232,275	.....	.....	.....
Maryland.....	1,302,310	166,600	1,646,380	1,812,980
Dist. Columbia.....	456,500	422,664	458,060	880,724
Virginia.....	300,500	915,360	907,510	1,822,879
West Virginia.....	226,810	731,060	335,185	1,086,245
N. Carolina.....	1,235,660	128,200	1,012,585	1,140,785
S. Carolina.....	90,700	.....	953,380	953,380
Georgia.....	520,350	287,725	437,675	725,400
Florida.....	72,000	.....	.....	.....
Alabama.....	207,000	90,000	139,500	229,500
Mississippi.....	.....	.....	.....	.....
Louisiana.....	1,285,110	650,750	2,099,250	2,750,000
Texas.....	368,100	29,800	229,340	259,140
Arkansas.....	171,000	.....	171,000	171,000
Kentucky.....	3,811,430	629,867	1,504,933	2,134,800
Tennessee.....	647,170	370,401	533,599	904,260
Missouri.....	767,260	998,510	3,742,390	4,740,900
Ohio.....	3,132,480	1,583,754	3,077,887	4,661,641
Indiana.....	3,239,380	1,235,897	6,388,483	7,624,380
Illinois.....	2,545,365	1,769,431	6,605,446	8,374,880
Michigan.....	2,075,410	409,500	2,449,975	2,859,475
Wisconsin.....	780,530	653,860	1,013,439	1,607,299
Iowa.....	1,533,400	818,669	1,599,953	2,413,624
Minnesota.....	1,017,800	420,093	1,748,445	2,168,540
Kansas.....	147,600	781,721	190,550	972,271
Nebraska.....	67,500	45,000	233,080	278,080
Nevada.....	36,000	.....	.....	.....
Colorado.....	572,400	138,083	149,400	287,483
Utah.....	134,900	161,191	196,800	357,991
Montana.....	129,600	91,800	45,000	136,800
Wyoming.....	3,600	.....	.....	.....
Washington.....	135,000	.....	.....	.....
New Mexico.....	90,000	.....	.....	.....
Dakota.....	175,500	.....	.....	.....
California.....	732,600	.....	.....	.....
*Legal tenders.....	.....	.....	.....	3,813,675
Totals.....	91,250,975	18,150,808	85,172,944	120,363,283

\* Deposited prior to June 20, 1874, and remaining at that date.  
† Total deposits, \$107,137,427.

STATEMENT of the Comptroller of the Currency on Oct. 1, 1880, showing the amounts of National Bank notes and of Legal Tender notes outstanding at the dates of the passage of the Acts of June 20, 1874, January 14, 1875, and May 31, 1878, together with the amounts outstanding at date, and the increase or decrease:

<b>National Bank Notes—</b>	
Amount outstanding June 20, 1874.....	\$349,894,182
Amount outstanding January 14, 1875.....	351,861,450
Amount outstanding May 31, 1878.....	322,555,965
Amount outstanding at date.....	342,579,833
Decrease during the last month.....	148,183
Increase since October 1, 1879.....	9,754,713
<b>Legal Tender Notes—</b>	
Amount outstanding June 20, 1874.....	\$382,000,000
Amount outstanding January 14, 1875.....	382,000,000
Amount retired under act of Jan. 14, 1875, to May 31, '78.....	35,318,981
Amount outstanding on and since May 31, 1878.....	346,681,016
Amount on deposit with the U. S. Treasurer to redeem notes of insolvent and liquidating banks, and banks retiring circulation under Act of June 20, 1874.....	20,363,283
Increase in deposit during the last month.....	671,415
Increase in deposit since October 1, 1879.....	7,179,962

\* Circulation of national gold banks, not included in the above, \$1,325,060.

**Gulf Colorado & Santa Fe.**—The location of this road is now completed to Brownwood, Texas, and contracts for grading to that point will be let shortly. The track is now laid to Little River, nearly opposite Cameron, Texas, ten miles northwest from the late terminus at Temple and 197 miles from Galveston.

A despatch from Fort Worth, Texas, September 24, said: "A contract was entered into to-day securing the construction of the Gulf Colorado & Santa Fe Railroad to this place. The work will begin in a few days. Assurances are given that the Missouri Kansas & Texas road will be extended here, making it the railroad centre of Northern Texas. Three of the longest lines in the Southwest will form a junction here, and machine shops will be constructed. The city paid \$75,000 to secure the road. The money was raised in three days."

**Union Pacific.**—The following statement of earnings and expenses from the time of consolidation, February 1 to June 30, 1880, is published:

FIVE MONTHS.	
Gross earnings.....	\$10,279,499
Operating expenses (50 19-100).....	5,159,200
Net earnings.....	\$5,120,298
Less interest on funded debt.....	\$2,350,348
Sinking fund.....	86,440
Government.....	625,000
Dividend, 2½ per cent.....	1,269,060
	4,330,848

**Warwick Valley Railroad.**—Holders of first mortgage bonds of this railroad, issued October 1, 1860, and due October 1, 1880, are notified that the company will pay such bonds, with interest, at maturity, at the New York National Exchange Bank, this city.

—The prospectus of the Brittenstene Silver Mining Company of Colorado, organized under the laws of the State of New York, has just been issued. The property of this company is situated near Alpine, Chaffee County, Col., and is reported as consisting of twelve true fissure lodes from two to ten feet in width, between well defined granite walls, three of which are largely developed by tunnels and shafts, all in rich ore. The ores are said to be of high grade, and all subject to easy and profitable treatment. A mill run of the two foot seam yielded 256½ ounces silver, first-class, and 98 ounces second-class to the ton of ore. As high as 1,000 ounces to the ton has been had from selected ore. A shipment of 70 tons yielded 158 ounces net to the ton. The extension of the Denver & South Park Railroad will pass within two miles of the property. The property is at present under the management of Mr. George Daly.

—Messrs. Frank & Flamant, the well-known advertising agents at No. 149 Broadway, announce that Mr. John J. Kiernan, who has heretofore been a special partner of the firm, has been admitted a general partner, and that the business will be continued hereafter under the name and style of Frank, Kiernan & Co. Mr. Kiernan has been prominent for a long time past as the proprietor of the Wall Street News Bureau, which he has conducted with much enterprise and greatly to the satisfaction of business men and the press.

—Messrs. Kidder, Peabody & Co., of this city and Boston, whose card appears in another column, have recently removed to beautiful and extensive offices at the corner of Wall and Nassau Streets, where they will, no doubt, be pleased to see their many friends. This firm is among the prominent banking houses in the United States having extensive connections with Europe in drawing bills of exchange, issuing letters of credit, &c.

—Attention is called to the card of Mr. Samuel A. Strang, of this city, who is among our oldest and best known bankers, and makes a specialty of undertaking all business in connection with railroads. Mr. Strang also buys and sells investment securities on commission.

—Messrs. Winslow, Lanier & Co. give notice of the payment at their banking house, on and after October 1, of the coupons, interest, or dividends on a large number of the railroad and municipal securities which they represent as financial agents in New York.

## BANKING AND FINANCIAL.

### FISK & HATCH,

BANKERS AND DEALERS IN GOVERNMENT BONDS,  
And other desirable Investment Securities,  
No. 5 NASSAU STREET, NEW YORK.

Buy and sell all issues of Government Bonds, in large or small amounts, at current market prices, and will be pleased to furnish information in reference to all matters connected with investments in Government Bonds.

We are prepared to give information in regard to first-class Railway Securities and to execute orders for the same.

Buy and sell all marketable Stocks and Bonds on commission, at the Stock Exchange or in the open market.

Receive accounts of Banks, Bankers, Merchants and others, and allow interest on daily balances; and for those keeping accounts with us we collect U. S. coupons and registered interest, and other coupons, dividends, &c., and credit without charge.

☞ We give special attention to orders from Banks, Bankers, Institutions and investors out of the city, by Mail or Telegraph, to buy or sell Government Bonds, State and Railroad Bonds, Bank Stocks, Railroad Stocks, and other securities.

We have issued the Seventh Edition of "Memoranda Concerning Government Bonds," copies of which can be had on application.

FISK & HATCH.

# The Bankers' Gazette.

## NATIONAL BANKS ORGANIZED.

The United States Comptroller of the Currency furnishes the following statement of National Banks organized:  
2,492—The Citizens' National Bank of Saginaw, Michigan. Authorized capital, \$100,000; paid-in capital, \$50,000. Daniel Hardin, President; D. W. Briggs, Cashier.

## DIVIDENDS.

The following dividends have recently been announced:

Name of Company.	Per Cent.	When Payable.	Books Closed. (Days inclusive.)
<b>Banks.</b>			
Gallatin National.....	4	Oct. 9	Sept. 30 to Oct. 7.
<b>Railroads.</b>			
Chicago R. I. & Pac. (quar.).....	1 3/4	Nov. 1	Oct. 1 to Oct. 15.
Dubuque & Sioux City.....	3	Oct. 15	Oct. 5 to Oct. 15.
Housatonic pref. (quar.).....	\$2	Oct. 1	Oct. 5 to Oct. 15.
Nashua & Rochester.....	1 1/2	Oct. 1	Oct. 5 to Oct. 15.
Pitts. F. Wayne & Chic. (quar.).....	1 3/4	Oct. 1	Oct. 5 to Oct. 15.
do special guar. (quar.).....	1 3/4	Oct. 1	Oct. 5 to Oct. 15.
Sioux City & Pacific, pref.....	3 3/4	Oct. 1	Oct. 5 to Oct. 15.

## FRIDAY, OCT. 1, 1880—5 P. M.

**The Money Market and Financial Situation.**—There has been a decided recovery in tone at the Stock Exchange, except in Government bonds, and the four per cents close to-day at 107 1/4 ex-coupon. This is equivalent to 108 1/4 coupons on, and therefore 1/2 below last Friday's closing price, which was 108 1/2. In our remarks at that time the lowest price should have been stated as just mentioned, 108 1/2, which was 2 per cent below the highest price ever made—these bonds having sold on September 3 at 110 1/2. Perhaps the shortest, and also the most accurate account of the movement in Governments, may be given by the simple statement that the impression suddenly came over many holders of the four per cents that these bonds at 110 1/2, and on the eve of a Presidential election, were a very good sale.

The Stock Market closes with a decided recovery from the decline of last week, and as a result of the advance a respectable stock-brokerage firm on the bear side was to-day forced to suspend. This was rather a novel occurrence, as the failures of stock commission houses in the past year have been few and far between, and it has also been comparatively rare that any firm doing a general business has been so heavily involved on the short side as to run the risk of failure. If it be assumed that the stock market is now to any great extent controlled by the operations of leading speculators acting in unison, it is rather plain that the "milking" process is the policy which has been recently adopted as the best for their purposes. Possibly these sharp fluctuations within a limit of about five per cent have been considered the most profitable sort of manipulation for the period of six weeks before the November elections.

The money market has been quite easy at 2@3 per cent on call loans and 5@5 1/2 per cent for prime commercial paper.

The Bank of England statement on Thursday showed a decrease of £179,000, and the reserve was 50 1/2 per cent of liabilities, against 53 1/4 per cent last week; the discount rate remains at 2 1/2 per cent.

The last statement of the New York City Clearing House banks, issued September 25, showed a decrease of \$639,750 in the surplus over legal reserve, the total surplus being \$1,643,075, against \$5,302,825 the previous week.

The following table shows the changes from the previous week and a comparison with the two preceding years.

	1880. Sept. 25.	Differences fr'm previous week.	1879. Sept. 27.	1878. Sept. 25.
Loans and dis.	\$310,204,000	Dec. \$3,919,500	\$260,763,700	\$246,322,500
Specie	65,147,600	Dec. 1,369,700	20,017,400	18,199,600
Circulation	18,882,500	Dec. 462,000	21,531,900	19,617,800
Net deposits	291,800,900	Dec. 4,121,500	229,983,000	216,332,000
Legal tenders	13,197,200	Dec. 320,500	40,047,700	45,680,700
Legal reserve	\$73,701,725	Dec. \$1,030,450	\$57,495,750	\$54,033,000
Reserve held.	\$78,344,800	Dec. 1,690,200	\$60,065,100	\$63,880,300
Surplus.....	\$1,613,075	Dec. \$659,750	\$2,569,350	\$9,797,300

**United States Bonds.**—Government securities have been feverish in tone, but without any notable movement. The remarks above refer to the extreme range in prices, and, in a general way, give the cause for the recent decline. At the Treasury purchase on Wednesday the offers to sell amounted to \$6,569,350, and \$2,500,000 were accepted, including \$1,957,200 6s of 1881, at 104 1/4@104 5/8; \$540,800 5s, at 102 5/8@102 6/8, and \$2,000 6s of 1880, at 102 1/4.

The closing prices at the New York Board have been as follows:

	Interest Periods.	Sept. 25.	Sept. 27.	Sept. 28.	Sept. 29.	Sept. 30.	Oct. 1.
6s, 1880.....reg.	J. & J.	102 1/4	102 3/4	102 3/4	102 1/4	102 1/4	102 1/4
6s, 1880.....coup.	J. & J.	102 1/4	102 3/4	102 3/4	102 1/4	102 1/4	102 1/4
6s, 1881.....reg.	J. & J.	104 1/4	104 1/4	104 1/4	104 1/4	104 1/4	104 1/4
6s, 1881.....coup.	J. & J.	104 1/4	104 1/4	104 1/4	104 1/4	104 1/4	104 1/4
4s, 1891.....reg.	Q.-Feb.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
4s, 1891.....coup.	Q.-Mar.	108 1/2	109 1/2	109 1/2	108 1/2	108 1/2	108 1/2
4s, 1891.....reg.	Q.-Mar.	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2
4s, 1891.....coup.	Q.-Jan.	108 1/4	107 3/4	107 3/4	107 3/4	107 3/4	107 3/4
4s, 1907.....reg.	Q.-Jan.	108 1/4	109 1/4	109 1/4	108 1/4	108 1/4	108 1/4
6s, cur'cy, 1895.....reg.	J. & J.	125	125	125	125	125	124
6s, cur'cy, 1896.....reg.	J. & J.	125	125	125	125	125	124
6s, cur'cy, 1897.....reg.	J. & J.	125	126 1/2	125	125	125	124
6s, cur'cy, 1898.....reg.	J. & J.	125	127 1/2	125	125	125	124
6s, cur'cy, 1899.....reg.	J. & J.	125	128 1/2	125	125	125	124

\* This is the price bid at the morning Board; no sale was made.

The range in prices since January 1, 1880, and the amount of each class of bonds outstanding Sept. 1, 1880, were as follows:

	Range since Jan. 1, 1880.		Amount Sept. 1, 1880.	
	Lowest.	Highest.	Registered.	Coupon.
6s, 1880....cp.	101 3/4 July 27	104 1/4 May 20	\$12,181,600	\$2,676,000
6s, 1881....cp.	103 1/4 July 9	107 1/4 May 26	162,653,800	51,204,400
5s, 1881....cp.	102 1/4 Sept. 28	104 1/4 Apr. 28	299,127,200	181,283,250
4s, 1891....cp.	106 1/4 Jan. 2	111 1/4 Aug. 2	172,091,500	77,908,500
4s, 1907....cp.	103 Jan. 2	110 1/4 Sept. 3	532,242,350	203,999,000
6s, cur'ny reg.	125 Apr. 21	130 Sept. 9	64,623,512	.....

**State and Railroad Bonds.**—The principal movement in Southern State bonds has been the decline in Tennessee, owing to the decision against the parties who brought suit to enforce a lien against the railroads that had already discharged their debts. Both the stocks and bonds of the railroads in Tennessee have been correspondingly buoyant, and the railroad men have little fear of any reversal of the decision in the United States Supreme Court, should an appeal be taken to that Court.

Messrs. A. H. Muller & Son sold the following at auction:

Shares.	Bonds.
5 N. Y. Gaslight Co.....105 1/4	50 Long Island Ins.....117 1/4
14 Brooklyn Fire Ins.....200 1/4	\$23,745 State of Virginia
40 North River Fire Ins.....115 1/4	Treasury notes.....\$13
5 Quassac Nat. B'k of New	7,900 State of Virginia
Burg, N. Y.....110	Treasury notes.....\$3
1,000 Keely Motor Co., \$50	
cash, per sh.....\$52 50	

**Railroad and Miscellaneous Stocks.**—The stock market has again shown its versatility, and from the cloudy appearance at the date of our last writing has brightened up to a condition of relative steadiness, and even buoyancy. Whether the market is controlled by leading operators, or whether it is influenced by the common action of general buyers who chance to turn their operations in the same direction at once, it certainly happens that the up and down movements have been quick and decided, and have resulted in the "milking" process, as noted in the remarks above. There seems to be no better theory to account for this than the fact that the uncertainty hanging about the elections of October and November is considered an obstacle to the entering just now upon a long bull campaign. On the other hand the whole commercial situation, the railroad earnings, &c., are too strong to warrant a heavy bear movement against the market, and thus the best chances lie in the quick turns within a 5 per cent limit of fluctuations. This is nearly an off-hand view of the general situation of the market, and should not be taken as applying closely to any particular stocks. Earnings for the third week of September keep up well. On another page will be found our range of Government bonds and stocks at the New York Stock Exchange for the months of August and September.

The earnings and expenses of the Houston & Texas Central Railway, just reported, for the month of August, were as follows:

	1879.	1880.
Gross earnings.....	\$232,122	\$289,380
Operating expenses.....	133,710	138,375

Net.....\$98,412 \$151,004

The daily highest and lowest prices have been as follows:

	Saturday, Sept. 25.	Sunday, Sept. 27.	Tuesday, Sept. 28.	Wednesday, Sept. 29.	Thursday, Sept. 30.	Friday, Oct. 1.
Am. Dist. Tel.	39 1/2	40	39 1/2	40	40	40 1/2
Canada South.	57 1/2	58	58 1/2	57 1/2	57 1/2	58 1/2
Cent. of N. J.	69 1/2	71 1/2	69 1/2	71 1/2	71 1/2	72 1/2
Cent. Pacific.	71 1/2	71 1/2	71 1/2	72	71 1/2	72 1/2
Chic. & Ohio.	17 1/2	18 1/2	18 1/2	18 1/2	18 1/2	19 1/2
Do 1st pref.	23	23 1/2	23 1/2	23 1/2	24 1/2	24 1/2
Do 2d pref.	19	19 1/2	19 1/2	19 1/2	20 1/2	20 1/2
Chic. & Alton.	113 1/2	113 1/2	113 1/2	114	114 1/2	114 1/2
Chic. & St. P.	129 1/2	127 1/2	129 1/2	130 1/2	131 1/2	131 1/2
Chic. M. & St. P.	91	92 1/2	91 1/2	93	93 1/2	93 1/2
Do pref.	111 1/2	112 1/2	112 1/2	113 1/2	113 1/2	114 1/2
Chic. & N. W.	101 1/2	102 1/2	101 1/2	103 1/2	104	105 1/2
Chic. & O. pref.	129 1/2	127 1/2	129 1/2	130 1/2	131 1/2	131 1/2
C. R. I. & P. New	116	116 1/2	116 1/2	117 1/2	118 1/2	118 1/2
Ch. St. L. & N. O.	35 1/2	36 1/2	35 1/2	36 1/2	37	37 1/2
Ch. St. P. M. & O.	39 1/2	40 1/2	39 1/2	41 1/2	42	42 1/2
Chic. & St. P. pref.	80 1/2	81 1/2	81 1/2	81 1/2	82 1/2	82 1/2
Clev. C. & C. O.	69	69 1/2	69 1/2	70	70 1/2	71
Col. & Ch. & C. O.	16 1/2	17 1/2	16 1/2	17 1/2	18 1/2	18 1/2
Del. & H. Canal	83 1/2	84 1/2	83 1/2	84 1/2	84 1/2	84 1/2
Del. & Ches. Bay	80 1/2	81 1/2	80 1/2	81 1/2	81 1/2	81 1/2
Del. & Lack. & W.	68 1/2	69 1/2	68 1/2	69 1/2	70 1/2	71 1/2
Denver & R. G.	37 1/2	38 1/2	37 1/2	38 1/2	39	39 1/2
Han. & St. Jo.	70 1/2	71 1/2	70 1/2	71 1/2	72 1/2	72 1/2
Do pref.	111 1/2	112 1/2	111 1/2	112 1/2	113 1/2	113 1/2
Hous. & Tex. C.	111 1/2	112 1/2	111 1/2	112 1/2	113 1/2	113 1/2
Illinois Cent.	31 1/2	32 1/2	31 1/2	32 1/2	33 1/2	33 1/2
Lake Erie & W.	31 1/2	32 1/2	31 1/2	32 1/2	33 1/2	33 1/2
Lake Shore.....	103 1/2	104 1/2	103 1/2	104 1/2	105 1/2	105 1/2
Louis. & Nash	149	150	149	150	151	151 1/2
Mar. & C. St. P.	39	39 1/2	39 1/2	40 1/2	41 1/2	41 1/2
Do 2d pref.	3	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
Mech. Central.	92 1/2	93	92 1/2	93 1/2	94 1/2	94 1/2
Mo. & Ohio	21 1/2	22 1/2	21 1/2	22 1/2	23 1/2	23 1/2
Mo. Kan. & T.	31	32 1/2	31 1/2	32 1/2	33 1/2	33 1/2
Mo. & Essex	100 1/2	101 1/2	100 1/2	101 1/2	102 1/2	102 1/2
Nash. Ch. & St. L.	51	52	51	52	53	53 1/2
New Cent. Coal	129 1/2	127 1/2	129 1/2	130 1/2	131 1/2	131 1/2
N. Y. C. & H. R.	37 1/2	38 1/2	37 1/2	38 1/2	39 1/2	39 1/2
N. Y. L. & E. W.	37 1/2	38 1/2	37 1/2	38 1/2	39 1/2	39 1/2
Do pref.	69	70 1/2	69 1/2	70 1/2	71 1/2	71 1/2
N. Y. Ont. & W.	22	22 1/2	22 1/2	23 1/2	24 1/2	24 1/2
Northern Pac.	28	29 1/2	28 1/2	29 1/2	30 1/2	30 1/2
Do pref.	52	52 1/2	51 1/2	52 1/2	53 1/2	53 1/2
Ohio Central.	21	21 1/2	21 1/2	22 1/2	23 1/2	23 1/2
Ohio & Miss.	31 1/2	32 1/2	31 1/2	32 1/2	33 1/2	33 1/2
Do pref.	73 1/2	74 1/2	73 1/2	74 1/2	75 1/2	75 1/2
Pacific Mail.....	37	38 1/2	37 1/2	38 1/2	39 1/2	39 1/2
Panama.....	195	195 1/2	195 1/2	195 1/2	195 1/2	195 1/2
Phil. & Readg	20 1/2	21 1/2	20 1/2	21 1/2	22 1/2	22 1/2
St. L. & T. H.	19	19 1/2	19 1/2	19 1/2	20 1/2	20 1/2
Do pref.	100 1/2	101 1/2	100 1/2	101 1/2	102 1/2	102 1/2
St. L. M. & So.	40 1/2	41 1/2	40 1/2	41 1/2	42 1/2	42 1/2
St. L. & S. Fran.	32	33 1/2	32 1/2	33 1/2	34 1/2	34 1/2
Do pref.	42 1/2	43 1/2	42 1/2	43 1/2	44 1/2	44 1/2
Do 1st pref.	73 1/2	74 1/2	73 1/2	74 1/2	75 1/2	75 1/2
Sutro Tunnel.	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Union Pacific.	85	87 1/2	85 1/2	87 1/2	88 1/2	88 1/2
Wab. St. L. & P.	34 1/2	35 1/2	34 1/2	35 1/2	36 1/2	36 1/2
West. & Ind. Tel.	64 1/2	65 1/2	64 1/2	65 1/2	66 1/2	66 1/2
West. Un. Tel.	97 1/2	98 1/2	97 1/2	98 1/2	99 1/2	99 1/2

\* These are the prices bid and asked; no sale was made at the Board.

+ Sales were also made ex-div. at 90 1/2@91 1/4.

+ Sales were also made ex-div. at 89 1/2@90 1/4.



Total sales of leading stocks for the week ending Thursday, and the range in prices for the year 1879 and from Jan. 1, 1880, to date, were as follows:

Sales of Week, Shares.	Range since Jan. 1, 1880.		Range for Year 1879.	
	Lowest.	Highest.	Low.	High.
Canada Southern.....	1,900	40 May 17	74 1/4 Jan. 14	45 1/4 74 1/4
Central of N. J.....	162,140	45 May 25	90 1/4 Mar. 8	33 1/2 90 1/4
Chicago & Alton.....	962	99 1/2 Jan. 21	118 Aug. 7	75 100 1/4
Chic. Burl. & Quincy	15,825	113 June 20	152 Jan. 26	111 1/4 134 1/4
Chic. Mil. & St. P.	127,890	66 1/2 May 25	95 1/2 Sept. 30	34 1/2 82 1/2
Do do pref.	2,375	99 May 10	114 Sept. 30	74 1/2 102 1/2
Chic. & Northw.....	53,550	87 1/2 July 9	106 Sept. 7	49 1/2 94 1/2
Do do pref.	2,750	104 Feb. 10	126 1/2 Sept. 4	76 1/2 108
*Chic. Rock I. & Pac.	4,980	100 1/2 June 11	204 June 8	119 150 1/2
Col. Chic. & Ind. Cent.	14,720	9 1/2 May 11	25 1/2 Jan. 26	5 38 1/2
Del. & Hudson Canal	17,110	60 May 25	88 1/2 Sept. 9	38 29 1/2
Del. Lack. & Western	161,130	68 1/2 May 25	94 1/2 Mar. 22	43 94
Hannibal & St. Jo.	27,650	22 1/2 May 25	44 1/2 Sept. 2	13 1/4 41 1/2
Do do pref.	22,900	63 1/2 May 25	86 1/2 Sept. 2	34 70 1/2
Illinois Central.....	3,060	99 1/2 Jan. 2	116 1/2 Sept. 7	79 1/2 100 1/4
Lake Erie & Western	9,010	20 1/2 May 11	38 1/2 Mar. 4	16 28 1/2
Lake Shore.....	75,871	95 June 2	111 1/2 Mar. 4	67 108
Louisville & Nashv.	7,960	86 1/2 Jan. 8	164 1/2 Apr. 2	35 89 1/2
Manhattan.....	13,120	21 July 22	57 1/2 Mar. 16	33 72 1/4
Michigan Central.....	16,496	75 May 17	98 1/2 Aug. 2	73 94 1/2
Missouri Kan. & Tex.	135,585	28 1/2 May 25	49 1/2 Jan. 27	33 35 1/2
Morris & Essex.....	2,300	100 May 24	112 1/2 Sept. 9	75 104 1/2
Nashv. Chatt. & St. L.	22,300	47 1/2 June 1	128 Mar. 5	35 1/2 83
N. Y. Cent. & Hud. Riv.	13,495	122 May 11	137 Mar. 31	112 139
N. Y. Lake E. & West.	162,920	30 June 1	48 1/2 Feb. 2	21 1/2 49
Do do pref.	7,056	47 May 25	73 1/2 Feb. 2	37 1/2 78 1/2
Northern Pacific.....	4,070	20 May 11	36 Jan. 14	16 40 1/2
Do do pref.	11,780	39 1/2 May 24	60 Jan. 13	44 1/2 63
Ohio & Mississippi	37,450	23 May 25	44 1/2 Mar. 6	34 65 1/2
Pacific Mail.....	32,385	27 1/2 May 17	62 Mar. 8	10 39 1/2
Panama.....	168	Jan. 2	195 Sept. 7	123 182
Phila. & Reading.....	73,050	13 1/2 July 2	72 1/2 Jan. 3	.....
St. L. Iron Mt. & South.	77,750	34 1/2 May 25	66 Feb. 17	13 56
St. L. San Francisco	100	25 1/2 May 11	48 Feb. 2	3 1/2 53
Do do pref.	2,200	33 May 11	60 1/2 Mar. 8	4 60 1/2
Union Pacific.....	466	60 May 11	83 1/2 Mar. 9	9 78 1/2
Wab. St. L. & Pacific	79,750	80 May 11	97 1/2 Jan. 19	57 1/2 95
Do do pref.	40,150	26 1/2 May 25	48 Jan. 27	.....
Western Union Tel.	115,835	51 1/2 May 25	73 1/2 Aug. 5	.....
	81,035	86 1/2 June 2	116 1/2 Feb. 24	85 116

\* Lowest price here is for new stock, sold for first time June 11.

† Range from Sept. 25. ‡ Range from July 30.

The latest railroad earnings and the totals from Jan. 1 to latest dates are given below. The statement includes the gross earnings of all railroads from which returns can be obtained. The columns under the heading "Jan. 1 to latest date" furnish the gross earnings from Jan. 1 to, and including, the period mentioned in the second column.

Week or Mo.	Latest earnings reported.		Jan. 1 to latest date.	
	1880.	1879.	1880.	1879.
Ala. Gt. Southern.....	\$58,701	\$38,807	\$290,993	\$284,949
Atl. & Gt. West.....	368,456	301,272	2,421,668	1,884,409
Albany & Susq.....	128,346	92,552	896,142	680,950
Atch. Top. & S. Fe. Aug.	673,000	516,765	.....	.....
Atl. Miss. & Ohio July	145,585	138,224	1,018,099	853,710
Atl. & Char. Air-L. Aug.	65,014	51,955	525,887	433,893
Bur. C. R. No. 3d wk Sept.	42,999	35,614	1,409,710	988,306
Cal. & St. Louis 1st wk Sept.	10,251	8,072	262,419	167,062
Central Pac. Co. Aug.	1,850,475	1,556,455	12,149,693	10,870,698
Chic. & Ohio.....	259,110	235,693	1,756,381	1,201,886
Chicago & Alton 3d wk Sept.	177,111	159,620	5,432,062	3,771,302
Chic. Burl. & Q. July	1,566,661	993,823	9,715,424	7,504,062
Chic. & East. Ill. 3d wk Sept.	33,264	21,717	879,116	590,638
Chic. Mil. & St. P. 3d wk Sept.	292,000	232,514	8,324,000	6,223,794
Chic. & Northw. Aug.	1,771,314	1,326,957	11,935,653	9,601,520
Chic. St. P. Min. & O. 3d wk Sept.	33,943	26,914	1,035,324	795,002
Chic. & W. Mich. 2d wk Sept.	19,958	15,229	563,071	426,835
Cin. Ham. & C. July	245,060	197,464	.....	.....
Cin. Sand. & Clev. 1st wk Sept.	27,543	21,050	.....	.....
Cin. & Spring. 3d wk Sept.	17,312	19,111	600,932	506,777
Clev. Col. Cin. & I. 3d wk Sept.	92,826	92,813	2,557,691	2,406,493
Clev. Mt. V. & Del. 1st wk Sept.	10,517	10,001	280,947	252,009
Del. & H. Can. Pa. Div. Aug.	89,388	95,958	741,946	777,580
Denver & Rio Gr. 3d wk Sept.	91,352	25,922	2,079,882	.....
Des. S. P. & Pac. Aug.	128,811	91,204	1,367,344	599,887
Des. Mt. & F. Dodge 3d wk Sept.	9,160	5,179	214,936	153,995
Det. Lans. & N. No. 3d wk Sept.	23,210	28,655	834,908	747,514
Dubuque & S. City 2d wk Sept.	28,148	21,804	656,626	587,936
Eastern.....	309,589	264,001	1,915,449	1,628,426
Flint & Per. 3d wk Sept.	34,806	38,806	1,085,965	705,504
Gal. Har. & San A. June	92,452	91,482	.....	.....
Grand Trunk Wk. end Sept. 25	217,780	200,069	7,474,177	6,200,055
Gr't Western Wk. end Sept. 17	114,269	91,829	3,480,744	2,946,447
Hannibal & St. Jo. 3d wk Sept.	52,330	41,161	1,719,038	1,257,886
Houst. & Texas C. Aug.	289,380	232,122	1,977,892	1,621,444
Illinois Cen. (N.) Aug.	566,489	494,704	3,928,022	3,491,181
Do (Iowa) Aug.	131,898	107,273	1,016,246	911,148
Indiana Bl. & W. 2d wk Sept.	24,881	25,244	812,161	776,191
Int. & Gt. North. 3d wk Sept.	43,384	45,218	1,107,298	1,025,185
Iowa Central.....	86,094	58,152	.....	.....
K. C. Ft. S. & Gulf. 2d wk Sept.	20,583	17,871	756,042	559,210
K. C. Law. & So. 2d wk Sept.	18,374	9,842	488,088	315,885
Lake Erie & West. 3d wk Sept.	24,825	15,652	.....	.....
Louisv. & Nashv. 3d wk Sept.	206,400	121,887	6,209,847	5,334,347
Marq. H. & On. Aug.	133,600	90,439	540,180	371,221
Memp. & Char. 3d wk Sept.	35,068	9,668	730,238	523,654
Minn. & St. Louis 8d wk Aug.	15,356	6,828	429,267	266,904
Mo. Kan. & Texas 3d wk Sept.	86,747	89,173	2,907,963	2,062,734
Mobile & Ohio.....	116,597	94,496	1,397,310	1,167,713
Nashv. Ch. St. 3d wk Sept.	169,326	142,182	1,345,625	1,113,659
N. Y. & Canada.....	55,617	45,185	428,110	276,297
N. Y. Cent. & Hud. Aug.	3,022,555	2,546,029	21,625,649	17,898,419
N. Y. L. Erie & W. July	1,580,976	1,273,533	10,672,040	8,938,625
N. Y. & N. Eng. 3d wk Sept.	61,898	57,194	.....	.....
Northern Central. Aug.	453,923	316,716	3,120,011	2,475,661
Northern Pacific. Aug.	208,300	210,927	1,353,579	1,112,489
Ogd. & L. Champ. Aug.	54,863	54,187	344,530	267,150
Pad. & Elizabeth. Aug.	34,303	27,331	244,358	184,114
Pad. & Memphis. 1st wk Sept.	3,919	2,414	134,124	112,931
Pennsylvania. Aug.	3,723,355	2,982,718	26,607,070	21,179,682
Peoria Dec. & Ev. 3d wk Sept.	9,532	3,339	.....	.....
Phila. & Erie.....	347,532	275,907	2,431,080	1,871,011
Phila. & Reading. Aug.	1,531,813	1,462,280	11,004,115	9,460,470
Pitts. Titusv. & B. Aug.	55,500	37,526	372,672	308,198
Ports. Gt. F. & Con. Aug.	22,891	19,275	.....	.....
Rensselaer & Sar. Aug.	205,321	178,852	1,219,011	950,523
St. L. Alt. & H. 3d wk Sept.	27,318	25,054	985,152	673,420
Do (brehs). 3d wk Sept.	16,150	15,150	448,040	370,070
St. L. Iron Mt. & S. 3d wk Sept.	184,300	166,504	4,146,410	3,129,919

Week or Mo.	Latest earnings reported.		Jan. 1 to latest date.	
	1880.	1879.	1880.	1879.
St. L. & San Fran. 3d wk Sept.	\$83,963	\$14,016	\$1,790,031	\$966,533
St. P. Minn. & Man. 3d wk Sept.	70,100	51,403	2,131,330	1,781,385
St. Paul & Duluth. Aug.	64,537	.....	377,697	.....
St. Paul & S. City. 3d wk Sept.	35,385	22,655	974,733	744,845
Scioto Valley. 3d wk Sept.	8,205	6,341	241,102	196,561
South. Pac. of Cal. Aug.	508,000	237,263	3,266,097	1,930,680
Texas & Pacific. 3d wk Sept.	62,773	61,611	.....	.....
Un. Peoria & War. 3d wk Sept.	33,560	30,792	994,348	862,271
Union Pacific.....	1,988,000	1,431,000	.....	.....
Wab. St. L. & Pac. 3d wk Sept.	313,996	230,975	8,432,173	5,787,645

**Exchange.**—The market for foreign exchange is dull and declining. The leading drawers of sterling bills have again reduced their asking rates. The cotton crop movement is very free, and receipts at the ports are large. To-day the actual rates for business were 4 80% @ 81 for bankers' 60 days sterling and 4 83 1/4 @ 83 1/4 for demand. Cable transfers, 4 83 1/4 @ 84.

The following were the rates of domestic exchange on New York at the undermentioned cities to-day: Savannah, buying 1/2, selling 3/4 off; Charleston, buying 3/4 @ 7-16 discount, selling par; New Orleans, commercial 150 @ 200 discount, bank par; St. Louis, 1-10 discount; Chicago, 75 @ 80 discount; Boston, 50c. discount.

Quotations for foreign exchange are as follows:

	Oct. 1.	Sixty Days.	Demand.
Prime bankers' sterling bills on London.	4 80 3/4 @ 81 1/2	4 83 1/4 @ 84	
Prime commercial.....	4 79 1/2 @ 80	4 82 @ 82 1/2	
Documentary commercial.....	4 78 1/2 @ 79 1/2	4 81 @ 82	
Paris (francs).....	5 27 1/2 @ 28 1/2	5 25 @ 26 1/2	
Amsterdam (guilders).....	39 3/4 @ 39 1/2	39 3/4 @ 40	
Frankfort (reichmarks).....	93 3/4 @ 94 1/2	94 1/2 @ 95	
Bremen (reichmarks).....	93 3/4 @ 94 1/2	94 1/2 @ 95	

The following are quotations in gold for various coins:

Sovereigns.....	\$1 83 @ \$4 85	Silver 1/2 and 1/4.....	92 1/2 @ par.
Napoleons.....	3 83 @ 3 86	Five francs.....	92 @ 95
X X Reichmarks.....	4 73 @ 4 76	Mexican dollars.....	88 1/2 @ 89
X Guilders.....	3 96 @ 4 00	Do uncommenced.....	87 @ 88
Spain's Doubloons.....	15 60 @ 15 75	English silver.....	4 70 @ 4 80
Mex. Doubloons.....	15 50 @ 15 60	Prus. silv. thalers.....	67 @ 69
Fine silver bars.....	1 13 @ 1 13 1/2	Trade dollars.....	99 3/4 @ 99 1/2
Fine gold bars.....	par @ 4 prem.	New silver dollars.....	99 3/4 @ par.
Dimes & 1/2 dimes.....	99 3/4 @ par.		

The following table shows the receipts and payments at the Sub-Treasury in this city, as well as the balances in the same, for each day of the past week:

	Receipts.		Payments.		Balances.	
		\$		\$	Gold.	Currency.
Sept. 25.....	1,695,012	61	2,215,466	45	79,076,915	08
" 26.....	1,458,636	84	3,420,195	37	77,613,817	28
" 27.....	2,603,935	36	2,039,875	95	73,253,597	12
" 28.....	914,313	50	573,046	76	78,659,071	79
" 29.....	1,322,688	40	1,385,376	78	78,749,603	61
Oct. 1.....	1,084,436	91	3,199,366	09	76,757,456	36
Total.....	9,079,523	15	12,832,797	40	5,472,127	21

**New York City Banks.**—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on Sept. 25, 1880:

Banks.	Average amount of			
	Capital.	Loans and discounts.	Specie.	Legal Tenders.
New York.....	2,000,000	9,533,000	2,126,000	215,000
Manhattan Co.....	2,000,000	4,846,400	806,000	259,800
Mechanics' Exch.....	2,000,000	1,700,800	405,400	2,079,100
Union.....	1,200,000	4,455,000	1,156,200	22,800
America.....	3,000,000	4,449,200	2,409,500	292,400
Phoenix.....	1,000,000	3,341,000	683,000	78,000
City.....	1,000,000	9,534,300	3,089,300	192,100
Traders' Nat'l.....	1,000,000	3,328,800	528,500	51,600
Fulton.....	600,000	1,751,300	324,200	131,800
Chemical.....	800,000	12,415,400	4,368,100	393,800
Knickerbocker.....	1,000,000	4,310,200	711,200	472,600
Gallatin Nat'l.....	1,000,000	4,211,900	790,400	130,000
Butchers' & Drov.....	300,000	1,451,200	299,700	55,600

## GENERAL QUOTATIONS OF STOCKS AND BONDS.

Quotations in New York represent the per cent value, whatever the par may be; other quotations are frequently made per share. The following abbreviations are often used, viz.: "M." for mortgage; "g." for gold; "g.d." for guaranteed; "end." for endorsed; "cons." for consolidated; "conv." for convertible; "s. f." for sinking fund; "l. g." for land grant.

Quotations in New York are to Thursday; from other cities, to late mail dates.

Subscribers will confer a favor by giving notice of any error discovered in these quotations.

UNITED STATES BONDS.				STATE SECURITIES.				CITY SECURITIES.			
	Bid.	Ask.			Bid.	Ask.			Bid.	Ask.	
UNITED STATES BONDS.											
6s, 1880.....reg.	J&J	102½	102½	Virginia—(Continued)—				Fall River, Mass.—Gs, 1904.....F&A	117½	117½	
6s, 1880.....coup.	J&J	102½	102½	6s, consol., 2d series.....J & J	27	27		5s, 1894, gold.....F&A	106	108	
6s, 1881.....reg.	J&J	104½	104½	6s, deferred bonds.....J & J	7½	7½		Fitchburg, Mass.—Gs, '91, W.L. J&J	112	114	
6s, 1881.....coup.	J&J	104½	104½	10-40s, new.....J & J	41	42		Fredericksburg, Va.—7s.....M&N	110		
5s, funded, 1881.....reg.	Q-F	102½	102½	Tax-receivable coupons.....J & J	90½	92		Galveston, Tex.—10s, '80-'95.....Var.			
5s, funded, 1881.....coup.	Q-F	102½	102½	<b>CITY SECURITIES.</b>				Galveston County, 10s, 1901.....J & J	102	105	
4½s, 1891.....reg.	Q-M	109	109	Albany, N. Y.—6s, long.....Various	100	100		Harrisburg, Pa.—Water loan.....J & J	101	109	
4½s, 1891.....coup.	Q-M	109	109½	7s long.....J&J	114	114		Hartford, Ct.—City 6s, var. dates.....J & J	101	109	
4s, 1907.....reg.	Q-J	107½	108	Allegheny, Pa.—4s.....J&J				Capitol, untax., 6s.....J & J	118	121	
4s, 1907.....coup.	Q-J	108½	109	6s, 1876-'90.....J&J				Hartford Town 4½s, untax.....J & J	106	108	
6s, Currency, 1895.....reg.	J&J	125	125	Wharf 7s, 1880.....J&J				Haverhill, Mass.—6s, '85-'89.....A&O	108	110	
6s, Currency, 1896.....reg.	J&J	125	125	Allegheny Co., 5s.....J&J	105	105		Houston, Tex.—10s.....J & J	18	25	
6s, Currency, 1897.....reg.	J&J	125	125	Atlanta, Ga.—7s.....J&J	107	110		6s, funded.....J & J	20	30	
6s, Currency, 1898.....reg.	J&J	125	125	Do. 8s.....J&J	112	116		Indianapolis, Ind.—7-30s, '93-'99.....J&J			
6s, Currency, 1899.....reg.	J&J	125	125	Waterworks.....J&J	98	105		Jersey City—6s, water, long, 1895.....J & J	102	103	
FOREIGN GOV. SECURITIES.											
Quebec—5s, 1908.....M&N	103½			Augusta, Me.—6s, 1887, mun. F&A	104	105		7s, do 1899-1902.....J & J	110	111	
STATE SECURITIES.											
Alabama—Class "A," 2 to 5, 1906.....	70			Augusta, Ga.—7s.....Various	105	105		7s, improvement, 1891-'94.....Var.	105	108	
do small.....	68			Austin, Texas—10s.....J&J	100	103		7s, Bergen, long.....J & J	104	105	
Class "B," 5s, 1906.....	90			Baltimore—6s, City Hall, 1884 Q-J	108	108		Hudson County, 6s.....A&O	102	103	
Class "C," 2 to 5, 1906.....	77			6s, Pitts. & Con'v. RR, 1886.....J&J	110	111		do 7s, M&S and J&D	107	108	
Arkansas—6s, funded, 1899.....J & J	19			6s, consol., 1890.....Q-J	116	116½		Bayonne City, 7s, long.....J&J	100	101	
7s, L. R. & Ft. S. issue, 1900.....A & O	8½			6s, Balt. & O. loan, 1890.....Q-J	116	116½		Lawrence, Mass.—6s, 1894.....A&O	116½	117	
7s, Memphis & L. R., 1899.....A & O	8½			6s, Park, 1890.....Q-M	115	117		Long Island City, N. Y.....J & J	108	112	
7s, L. R. P. & N. O., 1900.....A & O	8			6s, bounty, 1893.....M & S	117	117		Louisville, Ky.—7s, long dates.....Var.	106½	108	
7s, Miss. O. & R. Riv., 1900.....A & O	8			6s, do exempt, 1893.....M & S	121	121		7s, short dates.....Var.	104½	106½	
7s, Ark. Central RR., 1900.....A & O	8			5s, funding, 1894.....M&N	115	117		6s, long.....Var.	104½	106½	
7s, Levee of 1871, 1900.....J & J	9			6s, 1900.....J&J	120	120		6s, short.....Var.	103	104	
California—6s, 1874.....	12			6s, West. Md. RR., 1902.....J&J	120	120					
Connecticut—5s.....	104			5s, consol., 1885.....Q-J	102	102		Lowell, Mass.—6s, 1890, W. L. M&N	116½	116½	
6s, 1883-4-5.....	107			6s, Valley RR., 1886.....A & O	110	111		Lynchburg, Va.—6s.....J & J	105	107	
Delaware—6s.....J&J	107			5s, new 1916.....M&N	118	120		do.....J & J	121		
Florida—Consol. 6s.....J & J	92			Bangor, Me.—6s, RR., 1890-'94.....Var.	107	112		Lynn, Mass.—6s, 1887.....F&A	109	110	
Georgia—6s, 1880-86.....F & A	103			6s, water, 1905.....J&J	114	115		Water loan, 1894-96.....J&J	117½	118	
7s, new bonds, 1886.....J & J	109½			6s, E. & N.A. Railroad, 1894.....J&J	109	111		5s, 1882.....M&N	124½	125½	
7s, endorsed, 1886.....J & J	109			6s, B. & Piscataway RR., '99.....A&O	108	111		Macon, Ga.—7s.....J & J	85		
7s, gold bonds, 1890.....Q-J	112			Bath, Me.—6s, railroad aid.....Var.	104	107		Manchester, N.H.—5s, 1883-'85.....J&J	102½	103½	
8s, '76, '86.....A & O	108			5s, 1897, municipal.....J & J	101	102		6s, 1894.....J&J	112½	114	
Kansas—7s, long.....J&J				Belfast, Me.—6s, railroad aid, '98.....J & J	105	107		Memphis, Tenn.—6s, C.....J&J	30		
Kentucky—6s.....				Boston, Mass.—6s, cur, long, 1905.....Var.	122	124		6s, A & B.....J&J	30		
Louisiana—New con. 7s, 1914.....J&J	48½			5s, gold, 1905.....Var.	115½	116		6s, gold, fund., 1900.....M & N	30		
7s, small bonds.....J&J	44½			4s, currency, 1899.....J&J	102½	103		6s, end, M. & C. RR.....J & J	30		
Maine—4s, 1888.....F&A	101			Sterling, 5s, gold, 1893.....A&O	108	110		6s, consols.....J&J	45		
War debts assumed, 6s, '89.....A&O	115½			do 5s, gold, 1899.....J&J	104	106		Milwaukee, Wis.—5s, 1891.....J & D	95	102	
War loan, 6s, 1883.....M&S	105½			do 6s, gold, 1902.....A&O	114	114		7s, 1896-1901.....Var.	108		
Maryland—6s, defense, 1883.....J&J	107½			Brooklyn, N.Y.—7s, '79-80.....J & J	101	104		7s, water, 1902.....J&J	115		
6s, exempt, 1887.....J&J	111			7s, 1881-95.....J & J	104	115		Mobile, Ala.—8s.....J&J	20		
6s, Hospital, 1882-87.....J&J	110			7s, Park, 1915-18.....J & J	133	136		5s.....J&J	20		
6s, 1890.....Q-J	108			7s, Water, 1903.....J & J	130	134		6s, funded.....M&N	30	40	
5s, 1880-90.....Q-J	100			7s, Bridge, 1915.....J & J	129	133		Montgomery, Ala.—New 3s.....J & J			
Massachusetts—5s, 1893, gold.....J&J	103½			6s, Water, 1899-1909.....J & J	114	118		5s, new.....J & J	80	100	
5s, gold, 1890.....A&O	112½			6s, Park, 1900-1924.....J & J	118	120		Nashville, Tenn.—6s, old.....J & J	100		
5s, gold, 1894.....Var.	114½			Kings Co. 7s, 1882-'89.....M & N	106	114		6s, new.....J & J	100		
5s, g., sterling, 1891.....J&J	106			do 6s, 1880-'86.....M & N	103	115		Newark—6s, long.....Var.	107	108	
do do 1894.....M&N	109			Buffalo, N. Y.—7s, 1880-95.....Var.	105	112		7s, long.....Var.	113	114	
do do 1888.....A&O	105			7s, water, long.....Var.	120	120		7s, water, long.....Var.	115	116	
Michigan—6s, 1883.....J & J	103			6s, Park, 1926.....M&S	107	111		New Bedford, Mass.—6s, 1893.....A&O	117	118	
7s, 1890.....M&N	115			Cambridge, Mass.—5s, 1889.....A&O	108	109		5s, 1900, Water Loan.....A&O	107½	109	
Minnesota—7s, RR. repudiated.....	40			6s, 1894-96, water loan.....J&J	118	119		N. Brunswick, N. J.—7s.....J & J	102	107	
Missouri—6s, 1886.....J & J	108			6s, 1904, city bonds.....J&J	121	122		6s.....J & J	94	99	
Funding bonds, 1894-95.....J & J	112½			Camden Co., N. J.—6s, coup.....J&J				Newburyport, Mass.—6s, 1890.....J&J	113	115	
Long bonds, '89-90.....J & J	110			Camden City, N. J.—6s, coup.....J&J				N. Haven, Ct.—Town 6s, Air Line.....			
Asylum or University, 1892.....J & J	110			7s, reg. and coup.....J&J	125			Town, 6s, war loan.....			
Hannibal & St. Jo., 1886.....J & J	106			Charleston, S.C.—6s, st'k, '76-'98.....Q-J	69	70		do 6s, Town Hall.....			
do do 1887.....J & J	107			7s, fire loan bonds, 1890.....J & J	61	63		City, 7s, sewerage.....			
N. Hampshire—5s, 1892.....J & J	111			7s, non-tax bonds.....J & J	110	110		do 6s.....			
War loan, 6s, 1892-1894.....J&J	117½			4s, non-taxable.....J & J	69	70		do 5s, 1897.....			
War loan, 6s, 1901-1905.....J & J	121½			Chelsea, Mass.—6s, '97, water, L.F. & A	116½	117		New Orleans, La.—Premium bonds.....	35	37	
War loan, 6s, 1884.....M&S	107½			Chicago, Ill.—7s, water bonds, 1892.....J&J	117½	118½		Consolidated 6s, 1892.....Var.	43	45	
New Jersey—6s, 1897-1902.....J&J				7s, water bonds, 1895.....J&J	121½	121½		Railroad issues, 6s, '75 & '94.....Var.			
6s, exempt, 1896.....J&J				7s, city bonds, 1892.....J&J	117½	118½		Wharf impr., 7-30s, 1880.....J & D			
New York—6s, gold, reg., '87.....J&J	109			7s, city bonds, 1895.....J&J	121½	122		N.Y. City—6s, water stock, '80 Q-F	101	102	
6s, gold, coup., 1887.....J & J	109			4½s, city bonds, 1900.....J&J	103½	104		5s, do 1890.....Q-F	108	109	
6s, gold, 1883.....J & J	107			Cook Co. 7s, 1892.....J&J	118	119		6s, do 1883-90.....Q-F	104	110	
6s, gold, 1891.....J & J	118			Cook Co. 5s, 1899.....J&J	106	106½		6s, aqueduct stock, '81-1911.....Q-F	106	120	
6s, gold, 1892.....A & O	119			Cook Co. 4½s, 1900.....J&J	103½	104		7s, pipes and mains, 1900.....M & N	125	126	
6s, gold, 1893.....A & O	121			West Chicago 5s, 1890.....J&J	103½	103½		6s, reservoir bonds, 1907-11.....Q-F	118	120	
N. Carolina—6s, old, 1886-98.....J&J	31			Lincoln Park 7s, 1895.....J&J	108½	109½		5s, Cent. Park bonds, 1898.....Q-F	106	108	
6s, old.....A & O	31			West Park 7s, 1891.....J&J	109½	110½		6s, do 1895.....Q-F	117	118	
6s, N. C. RR., 1883-5.....J & J	115			South Park 6s, 1899.....J&J	106	106		7s, dock bonds, 1901.....M & N	125	126	
6s, do.....A & O	115			Cincinnati, O.—6s, long.....Var.	112	113		6s, do 1905.....M & N	118	120	
6s, do coup. off.....J & J	90			6s, short.....Var.	102	103		7s, market stock, 1894-97.....M & N	125	126	
6s, do coup. off.....A & O	90			7-30s.....Var.	125	130		6s, improvt stock, 1889.....M & N	107	108	
6s, Funding act of 1866, 1900.....J&J	11			7s.....Var.	120	121		6s, do 1890.....M & N	114	116	
6s, do 1896, 1898A&O	11			Southern RR. 7-30s, 1902.....J&J	126½	127		6s, gold, cons. bonds, 1901.....M&N	123	128	
6s, new bonds, 1892-8.....J&J	19			do 7-30s, new.....J&J	126½	127		6s, street impr. stock, 1888.....M & N	102½	105	
6s, do.....A & O	19			do 6s, g., 1906.....M&N	114	115		7s, do do 79-82.....M & N	104	107	
6s, Chatham RR.....A&O	3			Hamilton Co., O., 6s.....J&J	105	105		6s, gold, new consol., 1896.....J&J	117	118	
6s, special tax, class 1, 1898-9A&O	3			do 7s, short.....J&J	103	103		7s, Westchester Co., 1891.....J&J	106	107	
6s, do class 2.....A & O	3			do long 7s & 7-30s.....Var.	111	114		Newton—6s, 1905, water loan.....J&J	120	122	
6s, do class 3.....A & O	3			Cleveland, O.—6s, long.....Var.	111	114		5s, 1905, water loan.....J&J	111	113	
4s, new.....78	80			30-year 5s.....Var.							



## GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

For Explanations See Notes at Head of First Page of Quotations.

CITY SECURITIES.			Bid.	Ask.	RAILROAD BONDS.			Bid.	Ask.	RAILROAD BONDS.			Bid.	Ask.
Richmond, Va.—6s.	J & J	112½	115	Buff. N.Y. & Phil.—1st, 6s, g., '96 J&J	.....	.....	.....	Chic. St. L. & N.O.—1st con. 1914, 7s	109	110	.....	.....	.....	
8s.	J & J	129½	129½	2d mortgage, 7s, g.	.....	.....	.....	2d mort. 6s, 1907	J&D	78	.....	.....	.....	
5s.	.....	100	101½	Bur. C. R. & N.—1st, 5s, new, '06 J&D	94	95	.....	Ten. Gen. 7s, 1897	M&N	105	.....	.....	.....	
Rochester, N.Y.—6s.	Var.	.....	.....	Bur. & Southw.—1st M., 8s, '95 M&N	36	40	.....	Miss. Cen. 1st M., 7s, '74-84 M&N	107	108	.....	.....	.....	
7s, water, 1903	J & J	.....	.....	Cairo & St. L.—1st M., 7s, 1901 A&O	.....	.....	.....	do 2d mort., 8s	.....	107	109	.....	.....	
Rockland, Me.—6s, '89-99, R.R. F&A	.....	.....	.....	Cairo & Vinc.—1st, 7s, g., 1909 A&O	165	68	.....	N.O. Jack & Gt. N., 1st, 8s, '86 J&J	110	114	.....	.....	.....	
St. Joseph, Mo.—7s.	Var.	70	70	Calif. Pac.—1st M., 7s, g., '89 J&J	109	111	.....	do 2d M., 8s, '90, effs. A&O	113	116	.....	.....	.....	
Bridge 10s, 1891	J & J	.....	.....	2d M., 6s, g., end C. Pac., '89 J&J	101	.....	.....	do 2d mort. deb.	A&O	113	116	.....	.....	
St. Louis, Mo.—6s cur. long bds. Var.	.....	.....	.....	3d M. (guar. C. P.), 6s, 1905 J&J	195	.....	.....	Chic. St. P. Min. & Om.—Con. 6s, 1930	98½	99	.....	.....	.....	
6s, short	Var.	1107	.....	do do 3s, 1905 J&J	50	.....	.....	Ch. St. P. & Minn. 1st, 6s, 1918 M&N	108	.....	.....	.....	.....	
Water 6s, gold, 1890	J & D	110	.....	Camden & Atl.—1st, 7s, g., '93 J&J	122	.....	.....	Land grant, inc., 6s, 1898 M&N	110	.....	.....	.....	.....	
do do (new), 1892 A & O	110½	.....	.....	Cam. & Bur. Co.—1st M., 6s, '97 F&A	106	.....	.....	North Wise, 1st 6s, 1930	J&J	102½	.....	.....	.....	
Bridge approach, 6s.	.....	.....	.....	Canada So.—1st M., guar., 1908 J&J	94½	94½	.....	St. Paul & City, 1st 6s, 1919 A&O	105½	105½	.....	.....	.....	
Renewal, gold, 6s.	Var.	110	.....	Carolina Cent.—1st, 6s, g., 1923 J&J	50	70	.....	Cincinnati Hamilton & Dayton—	.....	.....	.....	.....	.....	
Sewer, 6s, gold, 1891-93	Var.	110	.....	Catawissa—1st M., 7s, 1882 F&A	.....	.....	.....	2d mort., 7s, 1885	J&J	105	.....	.....	.....	
St. L. Co.—Park, 6s, g., 1905 A & O	113	.....	.....	New mort., 7s, 1900	.....	.....	.....	Consol. mort., 7s, 1905	A&O	111½	113	.....	.....	
St. Paul, Minn.—6s, '88-90	J & D	100	105	Cedar F. & Min.—1st, 7s, 1907 J&J	108½	.....	.....	do 6s, 1905	A&O	1105½	106	.....	.....	
7s, 1890	M&N	110	115	Cedar R. & Mo.—1st, 7s, '91 F&A	114	116	.....	Cin. H. & I., 1st M., 7s, 1903 J&J	105	106	.....	.....	.....	
8s, 1889-96	Var.	112	.....	1st mort., 7s, 1916	M&N	117½	118	Cin. I. St. L. & Chic.—Con. 6s, 1920	96	100	.....	.....	.....	
Salem, Mass.—6s, long, W. L. A & O	117	118	.....	Cent. of Ga.—1st, cons., 7s, '93 J&J	110	112	.....	Cin. & Indiana, 1st M., 7s, '92 J&J	108	112	.....	.....	.....	
5s, 1904, W. L.	J&J	109	111	Macon & Aug., 2d, end, 7s, '79 J&J	100	.....	.....	do 2d M., 7s, '82-87 J&J	102	.....	.....	.....	.....	
S. Francisco—7s, g., City & Co. Var.	100	108	.....	Cent. Iowa—New 1st, 7s, '99 J&J	104½	85	.....	Indianapolis C. & L., 7s of '97	102½	.....	.....	.....	.....	
6s.	.....	100	.....	Inc. bonds, "debt certs.", 7s, A & O	80	85	.....	Ind. Apolis & Cin., 1st, 7s, '88 A&O	106	.....	.....	.....	.....	
Savannah funded 5s. consols.	79	82	.....	Central of N. J.—1st M., 7s, '90 F&A	117½	117½	.....	Cin. Laf. & Cin.—1st, 7s, g., 1901 M&S	95	.....	.....	.....	.....	
Somerville, Mass.—5s, 1895 A & O	106	108	.....	7s, conv. 1902, assented. M&N	107½	108	.....	Cin. Rich. & Chic.—1st, 7s, '95 J&J	103	.....	.....	.....	.....	
6s, 1885	J&J	107	108	Consol. M., 7s, 1899, assented. Q-J	107½	108	.....	Cin. Rich. & F. W.—1st, 7s, g., J&D	90	.....	.....	.....	.....	
6s, 1884	A&O	108½	110	Adjustment bonds, 1903	83	83	.....	Cin. Sandky & C.—6s, 1900 F&A	101½	103	.....	.....	.....	
Springfield, Mass.—6s, 1905 A & O	117	118	.....	Income bonds, 1908	M&N	78	.....	7s, 1887 extended	M&S	95	.....	.....	.....	
7s, 1903, water loan	A&O	120	122	Small bonds, 1908	M&N	.....	.....	Consol. mort., 7s, 1890	J&D	97½	98	.....	.....	
Toledo, O.—7-30s, R.R., 1900 M & N	1107	112	120	Am. Dock & Imp. Co., 7s, '86 J&J	.....	.....	.....	Cin. & Sp.—7s, C.C. & C. I., 1901 A&O	108	110	.....	.....	.....	
8s.	Var.	112	120	do assented	111½	.....	.....	7s, guar., L.S. & M.S., 1901 A&O	115	.....	.....	.....	.....	
8s, water, 1893 & '94	Var.	115	122	Leh. & Wilkesbarre Coal, '88 M&N	70	72½	.....	Clev. Col. C. & I.—1st, 7s, '99 M&N	122	.....	.....	.....	.....	
Washington, D.C.—See Dist. of Col.	.....	.....	.....	Small bonds, 1888	M&N	115	131	Clev. & Ind. M., 7s, 1914	J&J	111½	.....	.....	.....	
Wilmington, N.C.—6s, gold, cou. on	.....	.....	.....	Consol., 7s, gold, 1900	M&M	95	95½	Belief & Ind. M., 7s, 1899 J&J	.....	.....	.....	.....	.....	
5s, gold, cou. on	.....	.....	.....	do assented	95	95½	.....	Clev. & M. Val.—1st, 7s, g., '93 F&A	.....	.....	.....	.....	.....	
Worcester, Mass.—6s, 1892 A & O	117	118	.....	Cent. Ohio—1st M., 6s, 1890 M&S	110	114	.....	S. F. 2d mort., 7s, 1876	M&S	.....	.....	.....	.....	
5s, 1905	A&O	109	111	Cent. Pacific—1st, 6s, g., '95-98 J&J	111½	112	.....	Clev. M. V. & Del.—1st, 7s, gold, J&J	.....	.....	.....	.....	.....	
Yenkers, N. Y.—Water, 1903	1113	118	.....	State Aid, 7s, g., 1884	J&J	104	.....	Columbus ext., 7s, gold, 1901	.....	.....	.....	.....	.....	
<b>RAILROAD BONDS.</b>				S. Joaquin, 1st M., 6s, g., 1900 A&O	108	109	.....	Clev. & Pitts.—4th M., 6s, 1892 J&J	.....	115	.....	.....	.....	
Ala. Cent.—1st M., 8s, g., 1901 J&J	87	95	.....	Cal. & Oregon, 1st, 6s, g., '88 J&J	105½	.....	.....	Consol. S. F., 7s, 1900	M&N	118	.....	.....	.....	
Ala. Gt. Southern—1st mort., 1908	103	107	.....	Cal. & Or. C.P. bonds, 6s, g., '92 J&J	109	111	.....	C. C. & I. C.—1st cons. m., 7s A&O	95	.....	.....	.....	.....	
Ala. & Chatt., 7s, receivers' effs.	.....	.....	.....	Land grant M., 6s, g., 1890 A&O	.....	.....	.....	2d mort., 7s, 1909	F&A	.....	.....	.....	.....	
Albany & Susq.—1st M., 7s, '88 J&J	114	.....	.....	West. Pacif., 1st, 6s, g., '99 J&J	108	109	.....	Trust Co. cert., 1st, ass'd	92½	93½	.....	.....	.....	
2d mortgage, 7s, 1885 A&O	110	.....	.....	Charl'te Col. & A.—Cons., 7s, '95 J&J	106½	107½	.....	do do supplementary	.....	95½	96	.....	.....	
Consol. mort., 7s, 1906, guar. A&O	115	.....	.....	2d mort., 7s, 1910	100	102	.....	do 2d assd	.....	.....	.....	.....	.....	
Allegh. Val.—Gen. M., 7-10s J&J	121½	.....	.....	Cheraw & Darl.—1st M., 8s, '88 A&O	116	.....	.....	do income 7s, 1890	45½	46	.....	.....	.....	
East. exten. M., 7s, 1910 A&O	106½	.....	.....	2d mort., 7s	106	.....	.....	Chic. & Gt. East., 1st, 7s, '93-95	85	.....	.....	.....	.....	
Income, 7s, end., 1894	A&O	33	.....	Ches. & Ohio—Pur. money fd., 1898	106½	.....	.....	Col. & Ind. C., 1st M., 7s, 1904 J&J	112	.....	.....	.....	.....	
Atchaf. & Neb.—1st M., 7s, 1907 M&N	114½	115	.....	Series A	.....	.....	.....	do 2d M., 7s, 1901 M&N	102	106	.....	.....	.....	
Atch. & Pk P.—1st, 7s, g.	M&N	100	105	6s, gold, series B, int. def. 1908	69½	69½	.....	Un. & Logansp., 1st, 7s, 1905 A&O	105	110	.....	.....	.....	
Atch. Top. & S.F.—1st, 7s, g., '99 J&J	115½	116	.....	6s, gold, small bonds, 1908	65	.....	.....	T. Logansp. & B., 7s, 1884 F&A	100	105	.....	.....	.....	
Land grant, 7s, g., 1902 A&O	118	118½	.....	6s, currency, int. deferred, 1918	35½	39	.....	Cin. & Chic. A. L., 1886-90	95	100	.....	.....	.....	
2d mort., 7s, g., 1903, conv. A&O	118	118½	.....	6s, currency, small bonds, 1918	35½	.....	.....	Col. & Hock V.—1st M., 7s, '97 A&O	110	.....	.....	.....	.....	
Land income	8s.	.....	.....	Va. Cent., 3d M., 6s, 1884 J&J	.....	.....	.....	2d M., 7s, 1892	J&J	102	.....	.....	.....	
Guaranteed 7s, 1909 J&J A&O	111½	112	.....	Cheshire, 6s, 1896-1898	104½	105	.....	Col. Spring. & C.—1st, 7s, 1901 M&S	.....	.....	.....	.....	.....	
5s, 1900	98½	98½	.....	Chester Val.—1st M., 7s, 1872 M&N	.....	.....	.....	Col. & Toledo—1st mort. bonds	107	110	.....	.....	.....	
Florence & El Dorado, 1st, 7s A&O	106½	107	.....	Chic. & Alton—1st M., 7s, '93 J&J	121½	.....	.....	Col. & Xenia—1st M., 7s, 1890 M&S	110	115	.....	.....	.....	
K.C. Topeka & W., 1st M., 7s, g. J&J	116	116½	.....	Sterling mort., 6s, g., 1903 J&J	113	117	.....	Conn. & Passump.—M., 7s, '93 A&O	111½	112	.....	.....	.....	
N. Mex. & So. Pac., 1st, 7s, 1909 A&O	110	111	.....	Income, 7s, 1883	A&O	106	.....	Massachusetts, 6s, gold, '89 J&J	100	102	.....	.....	.....	
Pecos & Hill & Del. So., 1st, 7s, 1907	109	109½	.....	Bds. Kan. C. line, 6s, g., 1903 M&N	114	.....	.....	Conn. Val.—1st M., 7s, 1901 J&J	65	67	.....	.....	.....	
Pueblo & Ar. V., 1st, 7s, g., 1903	112½	112½	.....	Miss. Riv. Bridge, 1st, s.f., 8s, 1912	103½	.....	.....	Conn. West.—1st M., 7s, 1900 J&J	36	37	.....	.....	.....	
Whitland & W., 1st, 7s, g., gua. 1908	108	108½	.....	Joliet & Chic., 1st M., 8s, '82 J&J	103½	.....	.....	Connecting (Phila.)—1st, 6s M&S	101	105	.....	.....	.....	
Atlanta & Charlotte Air L., 1st, 7s	93½	95	.....	Louis & Mo., 1st, 7s, 1908 F&A	103½	.....	.....	Cumberld. & Penn.—1st 6s, '91 M&S	100	101	.....	.....	.....	
Income, 6s	55	55	.....	do 2d, 7s, 1900 M&N	103½	.....	.....	2nd 6s, 1888	M&N	95	100	.....	.....	.....
Atlan. & Gt. W.—1st M., trustees' effs	69	71	.....	St. L. Jacks' v. C., 1st, 7s, '94 A&O	115	.....	.....	Cumberld.—1st M., 8s, 1904 A&O	.....	.....	.....	.....	.....	
2d mortgage trustees' certificate	28	30	.....	Chic. B. & Q.—1st, S.F., 8s, '83 J&J	109	.....	.....	Dakota Southern—7s, gold, '94 F&A	195	100	.....	.....	.....	
3d do do do	13	14	.....	Consol. mort., 7s, 1903	J&J	125	.....	Danby & Norwalk—7s, '80-92 J&J	101½	102	.....	.....	.....	
Used L. rental trst '73, Trus. cer. 7s	72	77	.....	Bonds, 5s, 1895	J&D	101	102	Dayton & Mich.—1st M., 7s, '81 J&J	104	105	.....	.....	.....	
Went. ext. certifs, 8s, 1876 J&J	77	77	.....	5s, 1901	A&O	96	102	2d mort., 7s, 1887	M&S	103	105	.....	.....	.....
do do do 7s, guar. Erie	77	77	.....	Bur. & Mo. R., 1st M., 7s, '93 A&O	115	115½	.....	3d mort., 7s, 1888	A&O	103	105	.....	.....	.....
Script for prior lien bonds, 6s.	103	105	.....	do Conv. 8s, '94 ser. J&J	109									

## GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

For Explanations See Notes at Head of First Page of Quotations.

RAILROAD BONDS.		Bid.	Ask.	RAILROAD BONDS.		Bid.	Ask.	RAILROAD BONDS.		Bid.	Ask.
Greeny. & Col.—1st M., 7s.	104			Marquette Ho. & O.—Mar. & O., 8s, '92	114	118		Ohio & Miss.—(Continued)			
Bonds, guar.	104			6s, 1908.	89 1/2	90		1st mort. Spring Div. 1905 M&N	106 1/2		
Gulf Col. & Santa Fe.—1st mort., 7s	93	100		Mass. Central—1st 6s, 1893.	90	100		Ohio & W. Va.—1st s.f., 7s, 1910 M&N		105	
Hannibal & Nap.—1st 7s, '88 M&N				Memp. & Charl.—2d, 7s, '85 J&J	101			Old Colony—6s, 1897.	F&A	113	113 1/2
Han. & St. Jo.—Conv. 8s, 1885 M&S	108	108 1/2		1st cons. Tenn. lien, 7s, 1915 J&J	110			6s, 1895.	J&D	112 1/2	113
Kans. C. & Cam.—1st, 10s, '92 J&J	115	120		Mem. & L.R.—1st 4s (8s after '82)	96			7s, 1895.	M&S	120	122
Harrisb. P. Mt. J. & L.—1st 6s, J&J				Metrop'n Elev.—1st, 6s, 1908 J&J	102	102 1/2		Cape Cod, 7s, 1881.	F&A	102	103
Havana Rar. & East.—7s, 1897.	100			2d 6s, 1899.	M&N	89 1/2		Or'ge & Alex'ndria—1st 6s, 73 M&N	110		
Housatonic—1st M., 7s, 1885 F&A				Mich. Cen.—1st M., 8s, 1882 A&O	110 1/2			2d mort., 6s, 1875.	J&J	114	
2d mort., 6s, 1889.	J&J			Consol., 7s, 1902.	M&N	124		3d mort., 8s, 1873.	M&N	95	
Houst. E. & W. Tex.—1st 7s, 1898.	80	90		Net M. on Air Line, 8s, 1890 J&J	113 1/2	113 1/2		4th mort., 8s, 1880.	M&S	45	53
Houst. & Gt. No.—2d pur. com. rec'ts	33	40		Air Line, 1st M., 8s, guar. M&N	107	109		Or. Alex' & M.—1st M., 7s, '82 J&J	92	94	
Houst. & Tex. Cen.—1st M., 7s, '91	107 1/2	108		Equipment bonds, 8s, '83.	A&O			Oreg. & Cal.—Frankfort Com. Rec. x	99	41	
West. Div., 1st 7s, g., 1891 J&J	105 1/2			Gd. Riv. V., 1st 8s, guar. '86 J&J	107 1/2	108		Osw. & Rome—1st M., 7s, 1915 M&N	100	110	
Waco & N. W., 1st 7s, g., 1903 J&J	106 1/2			6s, 1909.	M&S			Osw. & Syracuse—1st 7s, '80 M&N			
Cons. mort., 8s, 1912.	A&O	118 1/2	119 1/2	Kalamazoo & H. 1st 8s, '90 M&N	109	112		Panama—Sterl'g M., 7s, g., '97 A&O	118	120	
Waco & N., 8s, 1915.	105			J.L. & Sag. 1st 8s, '85, 'wh. bds' J&J	108 1/2	109 1/2		Paris & Danville—1st M., 7s, 1903.			
Inc. and Ind'y 7s, 1887.	M&N	98 1/2		do North Ext., 8s, '90 M&N	106	108		Paris & Dec't'r—1st M., 7s, g., '92 J&J			
Hunt. & Br. Top—1st 7s, '90 A&O	108			do Cons. mort., 8s, '91 M&S	109	112		Pekin Lin. & Dec.—1st 7s, 1900 F&A			
2d mort., 7s, g., 1895.	F&A	108		Joliet & N. Ind., 1st 7s (guar. M.C.)	109	112		Peoria & Hannibal—1st M., 6s, '80 J&J			
Cons. 3d M., 7s, 1895.	A&O	65		Midland of N. J.—1st mort.	73	75		General mort., 6s, coup., 1910 A&O		120	
Ill. Cent.—1st M. Chic. & Spr. '95 J&J	111	113		Income, "A."	11 1/2	12 1/2		do 6s, reg., 1910 A&O		122 1/2	
Sterling, F. S., 5s, g., 1903 A&O	105	107		do "B."	6 1/2	9		Cons. mort., 6s, reg., 1905 J&J		117	
Sterling, gen. M., 6s, g., 1895 A&O	116	118		Mill. & North.—1st 8s, 1901 J&D				do 6s, coup., 1905 J&J		117 1/2	
do 5s, 1905.	J&D	103	105	Minneapolis & Duluth.—1st 7s				Navy Yard, 6s, reg., 1881 J&J			107 1/2
Ill. Grand Tr.—1st M., 8s, '90 A&O	116	116 1/2		Minn. & St. L.—1st M., 1927 J&D	110	112		Penn. Co., 6s, reg., 1907 J&J		122	123
Ind. bl. & W.—1st, pf., 7s, 1900 J&J	115			1st M., Iowa City & W., 1909 M&S				Penn. & N.Y.—1st 7s, '96 & 1906 J&D			
1st 3s, 4s, 5s, 6s, 1900 A&O	75 1/2	76		Miss. & Tenn.—1st 8s, series "A"	108	112		Peoria Dec't'r & Ev.—1st 6s, 1920 J&J		100 1/2	101
2d M., 3s, 4s, 5s, & 6s, 1909 A&O	64 1/2	65		8s, series "B"	J&J	108	112	Peoria Dec't'r & Ev.—1st 6s, 1920 J&J			
Income, 1919.	47	49		Mo. K. & T.—Cons. ann. 1904 F&A	107 1/2	107 1/2		Peoria Pekin & J.—1st 7s, '94 J&J			
In'polis D. & Sp'd—1st 7s, 1906 A&O	103	104 1/2		1st 6s, g., 1899, (U. S. Br.) J&J	109	110		Perkiomen—1st M., 6s, 1897 A&O		86	
2d mort., income, 1906 J&J	65	68		2d mort., income, 1911.	A&O	65	65 1/2	Ex fd. eps., Dec. '77 to J'e, 80, inc.		70	75
Ind'polis & St. L.—1st 7s, 1919 Var.	85	95		Boonev'e B'ge, 7s, guar., 1906 M&N				Petersburg—1st M., 8s, '79-'95 J&J		125	
2d mort., 7s, 1900.	A&O	50	60	Han. & C. Mo., 1st 7s, g., '90 M&N		113		2d mort., 8s, 1902.	J&J	78	
Ind'apolis & Vin.—1st 7s, 1908 F&A	105	110		do 2d, 1892.	M&N			Phila. & Erie—1st M., 6s, 1881 A&O			
2d mort., 6s, g., guar., 1900 M&N	103 1/2			Mo. Pac.—1st mort., 6s, gld, '88 F&A	107 1/2	107 1/2		2d mort., 7s, 1888.	J&J	113	114
Ind. & Gt. North.—1st 6s, 1919 M&N	107 1/2			Car. B., 1st mort., 6s, g., '93 A&O	110 1/2			Gen. M., guar., 6s, g., 1920 J&J		113	115
2d mort., income, 8s, 1909.	107 1/2	78		3d mortgage				Sch. & Erie, 1st 7s, '78, '97 A&O		114	
Ionia & Lansing—1st 8s, '89 J&J	112 1/2	113 1/2		Income, 7s, 1892.	M&S			Phila. & Read.—1st M., 6s, '80 J&J			
Iowa City & West.—1st 7s, 1909 M&S	108 1/2	109		Mob. & Ala. Gr. Tr.—1st 7s, gld, '95	10			1st mort., 7s, 1893.	A&O		
I'a Falls & Sioux C.—1st 7s, '99 A&O	108 1/2			Mobile & O.—1st pref. debentures.	51 1/2	51 1/2		Debenture, 1893.	J&J		
Ithaca & Athens.—1st mat., 7s, g., J&J	100	105		2d pref. debentures.	34	40 1/2		Mort., 7s, coup., 1911.	J&D	115	
Jefferson—Hawly Br. 7s, '87 J&J	100	103		4th pref. debentures.	35 1/2	39 1/2		Gold mort., 6s, 1911.	J&D	107 1/2	
1st mort., 7s, 1889.	J&J	108	111	New mortgage, 6s, 1927.	123	105		Improvement mort., 6s, 1897.	J&J	34	
Jeff. Mad. & Ind.—1st 7s, 1906 A&O	114 1/2	105 1/2		Morris & Essex, Mad., 7s, 1914 M&J	130	131 1/2		New convertible, 7s, 1893.	J&J	73	
2d mort., 7s, 1910.	J&J	107 1/2		2d mort., 7s, 1891.	F&A	115		G. s. f., \$4 & 6s, 1908, x eps. J&J		73	
Ind'polis & Mad.—1st 7s, '81 M&N	104 1/2	104 1/2		Construction, 7s, 1889.	F&A			Scrap for 6 deferred & coup.	J&J	72	
Junction RR. (Phil.)—1st 6s, '82 J&J	104 1/2			Bonds, 7s, 1900.	J&J			Coal & I., guar. M., 7s, '92 M&S			
2d mort., 6s, 1900.	A&O	107	107 1/2	General mort., 7s, 1901.	A&O	115		Income mort., cons. 7s, '96 J&D			
K.C. Ft. Scott & G.—1st 7s, 1908 J&J	95 1/2	96 1/2		Consol. mort., 7s, 1915.	J&D	115		Phila. W. & Balt.—6s, '92-1900 A&O		111	113
Kansas C. Lawr. & So. 1st 4s, 1909	114 1/2	115 1/2		Nashua & Low.—6s, g., 1893 F&A	108			5s, 1910.		104 1/2	105
K.C. St. Jos. & C.B.—M. 7s, 1907 J&J	66	70		5s, 1900.	104			Pitts. B. & St. L.—1st 7s, 1900 F&A		104 1/2	119
Kansas & Nebraska—1st mort.	67	70		Nashv. Ch. & St. L.—1st 7s, 1913 J&J	109 1/2	110 1/2		2d mort., 7s, 1913.	A&O		
2d mort.	67	70		1st Tenn. & Pac., 6s, 1913 J&J	109 1/2			Steubenv. & Ind., 1st 6s, '84 Var.		103 1/2	
Kookuk & Des M.—1st 5s, guar. A&O	98	99 1/2		1st, McM. M. W. & A., 6s, 1917 J&J	114	114		Pitts. & Conn'lav.—1st M., 7s, '98 J&J		117	
L. Erie & West.—1st 6s, 1919 F&A	100	100		Nashv. & Decat'r.—1st 7s, 1900 J&J	112			Pitts. & F.W. & C.—1st 7s, 1912 J&J		136	
Sandusky Div., 6s, gold, 1920.	65	66		Natchez Jack. & Col.—1st 7s, 1910	95			2d mort., 7s, 1912.	J&J	126	130
Income, 7s, 1899.	104 1/2			Nevada Cen.—1st 6s, 1901.	A&O	100		3d mort., 7s, 1912.	A&O	118	
Lat. Bl. & Mun.—1st 6s, 1919 M&N	66	68 1/2		Newark & N. Y.—1st 7s, 1887 J&J	105	107 1/2		Equipment, 8s, 1884.	M&S	110	112
do income, 7s, 1899.				Newk's set's.—1st 7s, g., 1889 M&N	99	102		Pitts. Titusv. & B.—New 7s, '96 F&A			
Lake Shore & Mich. So.—	111			N'burgh & N.Y.—1st M., 7s, 1888 J&J	114	114		2d 7s, 1896.	F&A	77	
M. So. & N. L. S. P., 1st 7s, '85 M&N	109 1/2	111		N. Haven & Decat'r., 1st M., 7s, '98 Var.	114	114		Buff. Ch. & P.H.—1st 7s, 1909 M&N		103	
Cle. & Tol., 1st M., 7s, '85 J&J	109 1/2			N. H. & N. H. Ind.—1st M., 7s, '98 J&J	96	98		Cal. Creek, 1st M., 7s, '82 A&O		88	
Cl. P. & Ash., new 7s, 1892 A&O	116 1/2			Conv. 6s, 1882.	A&O	95		Union & Titusv.—1st 7s, 1880 J&J		84	89
Buff. & E. new bds, M., 7s, '98 A&O	118			N. J. Southern—1st M., new 6s J&J	85	90		Warren & Fr'kin, 1st 7s, '96 F&A		40	
Buff. & State L., 7s, 1882 J&J	116	121		N. O. Mob. & Chatt.—1st 8s, 1915 J&J	60			Port Har. & L.M.—1st 7s, g., '99 M&N		95	100
Det. Mon. & Tol., 1st 7s, 1906.	116			N. O. Mob. & Tex.—Deb. series 1930	107	109		Portl'nd & Ogb'g.—1st 6s, g., 1900 J&J		15	30
Jamest. & Frankl.—1st 7s, '97 J&J	107			N. Y. & Can.—E. M., 6s, g., 1904 M&N	130 1/2	130 1/2		Sterling cons. M., 6s, g., guar. J&J		98	
do 2d M., 7s, '94 J&J				N. Y. & C. Hud.—M., 7s, cp. 1903 J&J	106	106 1/2		Quincy Mo. & P.—1st 6s, guar., 1909		127 1/2	
Kalamazoo Al. & Gr. R., 1st 8s, J&J	120 1/2	120 1/2		Mort., 7s, reg., 1903.	106	106 1/2		Ren. & S. toga—1st 7s, 1921 coup. M&N		127 1/2	
Kal. & Schod.—1st 8s, '85 J&J	124	125 1/2		Subscription, 6s, 1883.	106			1st 7s, 1921, reg.		127	
Kal. & Wh. Pigeon.—1st 7s, 1900 J&J	118	118 1/2		Sterling mort., 6s, g., 1883 M&N	119	121		Richm'd & Allegheny—1st 7s, 1900 M&N		107	109
Lake Sh. Div. bonds, 1899 A&O	119	120		S. Y. C. presm., 6s, 1883 M&N	106 1/2			General mort., 6s, gold.	A&O	99	102
L. S. & M. S., cons. cp., 1st 7s J&J	118	118 1/2		do 6s, 1887.	J&D	111 1/2		Piedmont Br., 8s, 1888.	A&O	113	
do cons. reg., 1st 7s, 1900 J&J	119	120		do real est., 6s, 1883.	M&N	106		Rich. Fred. & Potomac—6s, 1875.	J&J	103	
do cons. cp., 2d 7s, 1903 J&J	118	118 1/2		Hud. R., 2d M., 7s, 1885 J&J	108 1/2			Mort., 7s, 1881-90.	J&J	116	
do cons. reg., 2d 7s, 1903 J&J	119	120		N. Y. Elevated.—1st M., 1906 J&J	111	112		Rich. & Petersb., 8s, '80-'86.	A&O	117	
Lawrence & Col.—1st M., 7s, 1895 F&A	118			N. Y. & Greenw'd Lake.—1st M., 6s	37	40		New mort., 7s, 1915.	M&N	110	
Lehigh & Lack.—1st M., 7s, '97 F&A	118			2d mortgage.	14			Richm'd & York Riv., 6s, 1892 J&J		113	
Lehigh Val.—1st M., 6s, 1895 F&A	121			N. Y. & Harlem—7s, coup., 1900 M&N	130	130 1/2		Roch. Wat'ns Co.—S.F., 7s, 1891 J&J		110	
2d mort., 7s, 1910.				7s, reg., 1900.	M&N	129		2d mort., 7s, 1892.	J&J	101	
Gen. M., s. f., 6s, g., 1923 J&D				N. Y. Lake Erie & West. (Erie)—				Consol. mort., 7s, 1904.	A&O	63	65
Delac. & Ld. Co. bds, end., 7s, '92 J&J				1st mort., 7s, 1897, extended M&N	124			Rutland—1st M., 8s, 1902.	M&N	95 1/2	96 1/2
Lewis & Spruce Cr.—1st 7s, M&N	102	103		2d mort. exten., 5s, 1919.	M&S	105 1/2		Equipment, 2d mort., 5s.	F&A	60	65
Little Miami—1st M., 6s, 1883 M&N	99 1/2	100		3d mort., 7s, 1883.	M&S	106 1/2		St. Joseph & Pacif.—1st mort.		76 1/2	80
L. Rock & F.L.S.—1st Lgr., 7s, '95 J&J	109 1/2	110		4th mort., 7s, 1880.	A&O	106		2d mort.		35	36
Little Schuykill—1st 7s, '82 A&O	109 1/2	110		5th mort., 7s, 1888.	J&D	112		St. L. Alt. & T.H.—1st M., 7s, '94 J&J		113	
Long Island—1st M., 7s, 1898 M&N	68	72		1st cons. M., 7s, g., 1909.	M&S	120	120 1/2	2d mort., pref., 7s, 1894.	J&J	107	
2d mort., 7s, 1915.				New 2d cons. 6s, 1909.	J&D	90		2d income, 7s, 1894.	M&N	97	98
Newtown & Fl., 1st 7s, 1891.	50	70		1st con. fund coup., 7s, 1920 M&S				Bellev. & S. Ill.—1st S.F. 8s, '96 A&O			
N. Y. & Rockaway, 7s, 1901 A&O	60										



## GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

For Explanations See Notes at Head of First Page of Quotations.

RAILROAD BONDS.		Bid.	Ask.	RAILROAD STOCKS.		Bid.	Ask.	RAILROAD STOCKS.		Bid.	Ask.
Sloux C. & Pac., 1st M., 6s, '98 J&J				Bost. Clint. Fitchb. & New Bed.	100	19	21	Lynn & Boston (street)	100	100 1/4	101
So. & N. Ala.—1st, 8s, g., end '90. J&J				do do Pref	100	100	101	Macon & Augusta			
Sterling mort., 6s, g., M&N				Bost. Con. & Montreal	100			Maine Central	100	38	40
So. Carolina—1st M., 7s, '82—88 J&J		105	110	do do Pref., 6.	100	92	95	Manchester & Lawrence	100	157	160
1st, sterl. mort., 5s, g., '82—88 J&J		100		Boston & Lowell	500	88	89	Manhattan Beach Co.	100		45
Bds, 7s, '02, 2d M., unjoined A&O		80	90	Boston & Maine	100	133 1/2	134 1/2	Manhattan Railway	100	29	29 1/2
Bds, 7s, non-mort. A&O		100		Boston & New York Air L.		42	42	Marietta & Cin.	100		
South Side, 1st, 7s, '87, M&S		100	101	do do Pref.		42	42	1st pref.	50	43	43 1/2
So. Cen. (N.Y.), 1st, 7s, 1899. F&A		80	100	Boston & Providence	100	141 1/2	143	2d pref.	50	54	54 1/2
2d mort. 7s, gold, 1882, guar.				Boston Revere Beach & Lynn	100	102 1/2	103	Memphis & Charleston	25	38	41
So. Pac., Cal.—1st, 6s, g., 1905-6 J&J		100 1/2		Brooklyn & Montauk	100			Metropolitan (street), Boston	50	56 1/2	68
Southwestern (Ga.)—Conv., 7s, 1886		100 1/2		do do Pref.	100			Metropolitan Elevated	100	88 1/2	90
Summit Br.—1st, 7s, 1903. J&J		90	100	Buff. N. Y. & Erie, leased	100	100	105	Michigan Central	100	95 1/2	98
Susp. B. & Erie, June—1st M., 7s.		100	105	Burl. & Mo. in Neb., deferred	100	72 1/2		Middlesex (street), Boston	100	114 1/2	115 1/2
Syr. & N. Y.—consol. 7s, '06 A&O		107		Burl. & Mo. in Neb., deferred	100	72 1/2		Midland of New Jersey	100	25	
Tex. & Pac.—1st, 6s, g., 1905 M&S		107		Cal. & St. Louis	50	8	12	Min. Hill & S. Haven, leased	50	36 1/2	
Consol. mort., 6s, gold, 1905 J&J		107 1/2		California Pacific	100	123 1/2	124	Missouri Kansas & Texas	100	35 1/2	35 1/2
Ine. and lan. gr. reg., 1915. J&J		67 1/2		Camden & Atlantic	50	25		Missouri Pacific	100		
1st (Rio Gr. Div.), 6s, 1930. F&A		81	81 1/2	do do Pref.	50	50		Mobile & Ohio RR.	100	22 1/2	
Texas & St. Louis—1st, 6s, 1910 J&D		81		Canada Southern	100	57 1/2	59	Morris & Essex, guar., 7.	50	111	111 1/2
Tol. P. & W.—Pur. C. rec't 1st M., E. D.		134		Catawissa	50	10		Nashville, Chat. & St. Louis	25	59	62
Purch. Com. Rec't 1st M., W. D.		133		do Old, pref.	50	10		Nashua & Lowell	100	116	120
do Burlington D.		60		do New, pref.	50	47		Nashua & Rochester, guar., 3.	100	58	59
1st pref. N. J. for 2d mort.		60		Cedar Falls & Minnesota	100			Naugatuck	100		
do for cons'd.		115		Cedar Rapids & Mo. and Ia. Ld.	100	134 1/2	135	Nearquahoning Valley, leased, 10.	50	53 1/2	55
United Co's N. J.—Cons., 8s, '94. A&O		113	115	do do Pref., 7.	100	115	120	New Haven & Northampton	100		
Sterling mort., 6s, 1894. M&S		113	115	Central of Georgia	100	100	102	New Jersey & New York	100	5	7
do 6s, 1901. M&S		115	117	Central Iowa	100	25	30	N. London Northern, leased, 8.	100		
Cam. & Amb., 6s, 1883. F&A		104		do 1st pref.	100	70	75	N. Orleans Mobile & Texas	100	25	
do 6s, 1889. J&D		110		do 2d pref.	100	40	45	N. Y. Central & Hudson Riv.	100	129 1/2	129 1/2
do mort., 6s, '89. M&N		114		Central of New Jersey	100	72 1/2	73 1/2	New York Elevated	100	111	
Union Pac.—1st M., 6s, g., '96—99 J&J		112 1/2	112 1/2	Central Ohio	50	45 1/2	45 1/2	New York & Harlem	50		200
Land Grant, 7s, 1887-9. A&O		116 1/2	117	do Pref.	50	50 1/2	51	do Pref.	50		
Sink. F., 8s, 1893. M&S		116 1/2		Central Pacific	50	73 1/2	74 1/2	N. Y. L. Erie & West.	50	39 1/2	39 1/2
Om. Bridge, sterl. 8s, g., '96. A&O		111	116	Charlotte Col. & Aug.	100	43 1/2	44 1/2	do Pref.	50	69	70
Reg. 8s, 1893. J&J		104 1/2	105 1/2	Chesapeake & Ohio, common	100	19 1/2	20	New York & New England	100	36 1/2	36 1/2
Collateral trust, 6s, 1908. J&J		104 1/2	105 1/2	do 1st pref.	100	21 1/2	22	N. Y. N. Haven & Hartford	100	170	
Colorado Cent., 1st, 8s, g., '90 J&D		117 1/2		do 2d pref.	100	20	21	N. Y. Ontario & Western	100	22 1/2	22 1/2
Denver Pac., 1st M., 7s, g., '99. M&N		117 1/2		Cheshire, pref.	100	53	55	do do Pref.	50	65	70
Kans. Pac., 1st, 6s, g., 1895. F&A		118		Chicago & Alton	100	113 1/2	115	New York & Oswego Midland	100	129	130
do 1st M., 6s, g., 1896. J&D		118		do do Pref., 7.	100	130	130	New York Providence & Bos.	100	129	130
do 1st R. & L. G. D. '99. M&N		118		Chicago Burlington & Quincy	100	134 1/2	135	North Pennsylvania	50	36	36 1/2
do L'd 1st M., 7s, g., '80 J&J		117	125	Chicago & North Western	100	115	125	North Wisconsin	100	36	36 1/2
do Land 2d M., 7s, g., 1886		117	125	Chicago & East Illinois	100	134 1/2	135 1/2	Northern Central	100	101	101 1/2
do Leav. Br., 7s, '95. M&N		117	125	Chicago Iowa & Nebraska	100	94 1/2	94 1/2	Northern New Hampshire	100	29 1/2	
do Inc., No. 11, 7s, 1916. M&S		80	90	Chicago Milwaukee & St. Paul	100	113	114	Northern Pacific, common	100		54
do Inc., No. 16, 7s, 1916. M&S		80		do do Pref., 7.	100	104 1/2	105	do Pref.	100	140	
do Denv. Div., 6s, ass. cp. cert.		109 1/2	96 1/2	Chicago & North Western	100	120 1/2	122	Norwich & Worcester, leased, 10.	100	22	22 1/2
do 1st cons. M., 6s, 1919 M&N		96 1/2	96 1/2	Chicago & Rock Island	100	117 1/2	118 1/2	Ogdensburg & Lake Champ.	100	74	74 1/2
Utah Cen.—1st M., 6s, g., 1890 J&J		90	95	Chic. St. L. & N. O.	100	42 1/2	42 1/2	do Pref., 8.	100	21	21 1/2
Utah Southern—1st 7s, 1891		93	97	Chic. St. P. Minn. & Om.	100	82 1/2	82 1/2	Ohio Central	100	34 1/2	34 1/2
Utica & Bk R. Mort., 7s, '91 J&J		105		Chicago & West Michigan	100	64	65	Ohio & Mississippi	100	72	
Verm't & Can., 7s, 1893. J&J		15	25	Chn. Hamilton & Dayton	100	90	92 1/2	do Pref.	100	116 1/2	116 1/2
Mississquoi, 7s, 1891. J&J		13	25	Chn. India. ap. St. Louis & Chic.	100	86 1/2	89	Oswego & Syracuse, guar., 9.	50		
Vermont Cen.—1st M., 7s, '86. M&N		12	13	Chn. Sandusky & Cleveland	50	14 1/2	14 1/2	Panama	100	195	
2d mort., 7s, 1891. J&D		1	3	do do Pref., 6.50	50	45	45	Pennsylvania Railroad	50	58 1/2	58 1/2
Income extension 8s.		44 1/2	45	Clev. Col. Cin. & Indianapolis	100	70	71	Pennsylvania Company	50		
Stamstead S. & C., 7s, 1887. J&J		30	40	Clev. & Mahoning Val., leased	50	124	124	do Pref.	50		
Verm't & Mass.—1st M., 6s, '83 J&J		102 1/2	103 1/2	Clev. & Pittsburgh, guar., 7.	50	18 1/2	18 1/2	Peoria Decatur & Evansville	100	24	26
Conv. 7s, 1885. J&J		122	125	Col. Chic. & Indiana Central	100	110	112	Philadelphia & Erie	50	15 1/2	15 1/2
Vick. & Mer.—1st M., end, 7s, '90 J&J		90	90	Columbus & Hocking Valley	50	135	135	Philadelphia & Reading	50	15 1/2	15 1/2
2d mort., end, 7s, '90. J&J		110		Columbus & Xenia, guar., 8.	50	90	91	do Pref., 7.	50		
Wabash—1st M., ext., 7s, '90, ex. F&A		98	99	Concord	50	115	120	Phila. & Trenton, leased, 10.	100	160 1/2	162
2d mort., 7s, ext. 1893, ex. M&N		104 1/2	105	Connecticut & Passumpsic	100	147 1/2	149	Phila. Germ'n & Nor., l'sed, 12.50	50	102 1/2	
Equipment, 7s, 1883. M&N		35		Connecticut River	100	57	57 1/2	Phila. Wilmington & Balt.	50	98	98 1/2
General mort., 6s, 1920. J&D		96		Dayton & Michigan	100	130		Pittsburgh Cincinnati & St. L.	50	5	
Cons. mort., 7s, 1907, con. ex. Q-F		100 1/2	102 1/2	do do Pref., guar., 8.50	100	99 1/2		Pittsb. & Connellsville, leased	50	16 1/2	16 1/2
1st, St. L. div., 7s, 1889, ex. F&A		103 1/2		Delaware & Bound Brook	100	90 1/2	90 1/2	Pittsb. Titusville & Buffalo	50	10 1/2	10 1/2
St. West, Ill., 1st, 7s, 88, ex. F&A		108		Delaware Lack. & Western	50	70 1/2	70 1/2	do do Pref.	100	120	
2d, 7s, 88, ex. F&A		104 1/2		Denver & Rio Grande	100	88	90	Portland Saco & Portsm., l'sed 6.00	100	109	111
Qney & Tol., 1st, 7s, '90, ex. M&N		107		Det. Lansing & Northern, com.	100	103	106	Portsm'th Gt. Falls & Conway	100	18	20
Ill. & S. Ia., 1st, 7s, '82, ex. F&A		106		do do Pref.	100	70		Providence & Worcester	100	112	118
St. L. K. C. N. (rest. R.), 7s, M&S		107 1/2	109	Dubuque & Sioux City	100	83	83 1/2	Rensselaer & Saratoga	100	120	
do Om. Div., 1st, 7s, 1919. A&O		112		East Pennsylvania, leased	50	83	83	Republican Valley, deferred	100	72	73
do Clarin. Br., 6s, 1919. F&A		110		East Tennessee Virginia & Ga.	100	30 1/2	31	Richmond & Danville	100	81	81 1/2
do No. Mo., 1st M., 1895 J&J		119		Eastern (Mass.)	100	86	90	Richmond Fred. & P.	50	116	
Wabash Fund, Int. Bds., 1907—				Eastern N. H.	100	50	53	Richmond York River & Ches.	100	45	50
Various 7s.				El River	100	50	53	Rome Watertown & Ogdensb.	100	20	22
Various 8s.				Elmira & Williamsport, 5.	50	33		Rutland	100	5	5 1/2
Warren (N.J.)—2d M., 7s, 1900.		95		do do Pref., 7.50	50	31		do Pref., 7.	100	26 1/2	27
Westch. & Phil.—Cons., 7s, '91. A&O		121 1/2		Erie & Pittsburgh, guar., 7.	50	90		St. Joseph & Western	100	19 1/2	19 1/2
W. Jersey—Debtent. 6s, 1883. M&S		116		Fitchburg	100	132	132 1/2	St. Louis Alton & Terre Haute	100	23 1/2	23 1/2
1st mort., 6s, 1896. J&J		116		Flint & Pere Marquette	100	20	21	do do Pref.	100	79 1/2	79 1/2
Consol. mort., 7s, 1890. A&O		114	116	Frankfort & Kokomo	50	100	101	Belleville & So. Ill., pref.	100	50 1/2	50 1/2
West'n Ala.—1st M., 8s, '88. A&O		114	116	Georgia Railroad & Bank'g Co.	100	50		St. Louis I. M. N. & South, assen'd	100	30	33
2d mort., 8s, guar., '90. A&O		114	116	Grand River Valley, guar., 5.	100	39 1/2	39 1/2	St. Louis & San Fran.	100	42 1/2	44
West. Md.—End, 1st, 6s, '90. J&J		110	112	Green Bay & Minnesota	100	39 1/2	39 1/2	do 1st pref.	100	32	35
1st mort., 6s, 1890. J&J		110	112	Hannibal & St. Joseph	100	121	122	do Pref.	100	104	115
End, 2d mort., 6s, 1890. J&J		115		Harrisburg P. Mt. J. & L., guar. 7.50	100	57	63	Shore Line (Conn.), leased, 8.	100	63	63 1/2
2d, end, Wash. Co., 6s, 1890 J&J		115	122	Highland (street), Boston	100	10	41	South Boston (street)	50	13	15
3d, end, 6s, 1900. J&J		106		Houston & Texas Central	100	112 1/2	112 1/2	South Carolina	100	23	
West'n Penn.—1st M., 6s, '93. A&O		105 1/2		Huntingdon & Broad Top	50	28 1/2	28 1/2	South Side	25	103	
Phils. Br., 1st M., 6s, '96. J&J		106 1/2		do do Pref.	50	10	41	Southwestern, Ga., guar., 7.	100		
Wheeling & L. Erie—1st, 6s, g., 1910		95		Illinois Central	100	30	35	Syracuse Binghamton & N. Y.	100	107 1/2	11 1/2
Wil. & Weldon—S. E., 7s, g., '96 J&J		108	111	Indiana Bloomington & Western	50	47 1/2	48	Summit Branch, Pa.	50	100	
Winona & St. Pet.—1st M., 7s, '87. J&J		115		Indiana's Cin. & Lafayette	50	100		Terre Haute & Indianapolis	50		
2d mort., 7s, 1907. M&N		115		International & Gt. Northern	100	45	50	Toledo Peoria & Warsaw	100		
Ex. l. g., mort., 7s, g., 1916. J&D		65	70	Iowa Falls & Sioux City	100	107 1/2	109	do do 2d pref.	100		
Wis. Cent.—1st, 7s, coups. unfund.		62		Jett'v. Mad. & Ind'p's, l'sed, 7.	100	89 1/2	90 1/2	United N. Jersey RR. & C. Co.	100	168	
1st series, new		39	41	Joliet & Chicago, guar., 7.	100	18	20	Union Pacific	100	89 1/2	90 1/2
2d series, new		39	41	Kansas City Ft. Smt. & Gulf	100	11	11	Vermont & Canada, leased	100	13	18
Wis. Valley—1st, 7s,											

# GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

For Explanations See Notes at Head of First Page of Quotations.

CANAL STOCKS.		Bid.	Ask.	MISCELLANEOUS.		Bid.	Ask.	MISCELLANEOUS.		Bid.	Ask.	MISCELLANEOUS.		Bid.	Ask.
<b>CANAL BONDS.</b>															
Albany & Chesapeake	J&J	95	98	St. Louis B'dge, 1st pref		167	71	Nashua (N. H.)	500	760	775	California	100	205	210
1st, 7s, 1909	J&J			St. Louis Tunnel RR.		193	98	Naumkeag (Mass.)	100	108	108 1/2	Carb. Hill	10	35	45
Chesapeake & Delaware				St. Louis Transfer Co.				N. E. Glass (Mass.)	375	76	80	Cherokee	10	100	110
1st mort., 6s, '86 J&J		80		Sutro Tunnel	10	\$81 1/2	1 1/2	Penn. Salt Mfg. Co.	500	2510	2520	Chrysolite	50	405	415
Chesapeake & Ohio				EXPRESS STOCKS				Pepperell (Mass.)	500	850	880	Chollar	100	3 1/2	
6s, 1870	Q-J			Adams	100	116		Salmon Falls (N. H.)	300	350	360	Climax	100	100	105
Delaware Division				American	100	58 1/2	60	Sandw. Glass (Mass.)	350	360	370	Consol. Imperial	100	100	105
6s, 1878	J&J	90		United States	100	49	49 1/2	Stark Mills (N. H.)	1000	1280	1300	Consol. North Slope	100	125	130
Delaware & Hudson				Wells, Fargo & Co.	100	110 1/2		Tremont & S. (Mass.)	1000	132	136	Consol. Pacific	100	1 25	150
7s, 1891	J&J			TELEGRAPH				Thorncliffe (Mass.)	1000	925	950	Copper Knob	100	300	305
1st ext., 1891	M&N		111 1/2	American District	100			Union Mfg. (Md.)	100	20	30	Crown Point	100	1	51
7s, 1884	J&J	106	107	American Union	100	60	64	Washington (Mass.)	100	91 1/2	91 1/2	Dahlonega	100	200	
Coup. 7s, 1894	A&O	116		Franklin	100			Weed Sew. M'g (Ct.)	25	18	20	Dundenberg	10	10	11
Reg. 7s, 1894	A&O	116		Gold & Stock	25			William's Linen (Ct.)	25	85	86	Durango	5	23	24
1st Pa. d.c.p., 7s, M&S		120		International O'c'n	100			York & Co. (Me.)	750	1090	1120	Emp. Utah	100	3 10	3 40
do reg. 7s, M&S		120		Mexican	100	84		COAL & MINING STOCKS.				Eureka Consol.	100	16 1/2	
James Riv. & Kan.				Pacific & Atlantic	25	40	41	American Coal	25			Father De Smet	100		800
1st mort., 6s, M&N				Southern & Atlantic	25	68		Big Mountain Coal	10			Flint	1	29	30
2d mort., 6s, M&N				Western Union	100	98	98 1/2	Buck Mount'n Coal	50			Freeland	25	160	210
Lehigh Navigation				TRUST CO.'S				Butler Coal	25		55	Gold Placer	25	70	80
6s, reg., 1884	Q-J			Brooklyn Trust	25	130		Cameron Coal	25			Goodshaw	100	52	60
RR. 6s, reg., '97 Q-F		110 1/2	109	Central	100	135		Caribou Con. Min'g	10			Gould & Curry S.	100	4 1/2	
Deb. 6s, reg., '77 J&D				Equitable	100	68		Cent. Arizona Min.	100	2	2 1/2	Grand Prize	100	2	200
Conv. 6s, reg., '82 J&D				Farmers' Loan & Tr.	25	225		Climax Mining	10	6	6 1/2	Granville Gold Co.	1	99	100
do 6s, reg., '94 M&S		103		Mercantile	100			Clinton Coal & Iron	100			Great Eastern	1	53	55
6s, d.c.p., reg., '97 J&D		107 1/2		N. Y. Guar. & Ind.	100	125		Colorado Coal & I.	100			Green Mountain	10	350	
Cons. M., 1911 7 1/2 J&D		105 1/2		N. Y. Life & Trust	100	370		Consol. Coal of Md.	100			Hale & Norcross	100	5 1/2	
Louisville & Portl.				Real Estate Trust	100	160		Cumber'd Coal & I.	100	38		Hickblat Chief	100	1000	
3d mort., 6s, 1881		100		Union	100	160		Deadwood Mining	100	20		Horn Silver	25		
4th mort., 6s, 1886		106	106 1/2	United States	100	340		Excels'r W. Mining	100			Hortense	10		15
Morris				<b>GAS STOCKS.</b>				George's Crk C'l (Md.)	100	87		Hukill	10	195	200
Boat'n, reg., '85 A&O				Baltimore Gas	100	103 1/2	104 1/2	Homestake Min'g	100			Independence	100	32	
New mort.				do	100	103 1/2	104 1/2	Leadville Mining	10	36		Iron Silver	20	125	300
Pennsylvania				Balt. Consol. Gas	100	83 1/2	84	La Plata M'g & S. Co.	10	10	2 1/2	Kings Mountain	10	75	
6s, coup., 1910	J&J	90		Consumers' Gas, Balt.	100	6	7	Little Pitts'g Con.	100			Lacrosse	10	28	
Schuykill Nav.				People's G. L. of Balt.	25	21	23	Locust Mt. Coal	50			Leadville Consol.	10	41	48
1st M., 6s, 1897	Q-M	98		Boston Light	500	795	800	Mariposa L. & M. Cal.	100	7		Leeds	100	15	
2d M., 6s, 1897	J&J	70 1/2		East Boston	25	28	30	do pref.	100	2		Leviathan	100	15	
Mort. 6s, cp., '95 J&J		25		South Boston	100	107 1/2	108	Maryland Coal	100	15	19	Little Chief	50	60	75
6s, imp. cp., '80 M&N		75		Brookline, Mass.	100	102	105	Montauk Gas Coal	100			Lowland Chief	50	25	50
6s, bt&car, 1913 M&N		70		Cambridge, Mass.	100	146 1/2	147	New Central Coal	100	26	28	Lucerne	10	16	18
7s, bt&car, 1915 M&N		75		Chelsea, Mass.	100	75	80	New Creek Coal	10			Manhattan	10	14	
Susquehanna				Dorchester, Mass.	100	79	80	N. Y. & Middle Coal	25			Martin White	100	30	40
6s, coup., 1918	J&J			Jamaica Pl'n, Mass.	100	118	122	N.Y. & Straits C. & I.	100			May Belle	100	15	17
7s, coup., 1902	J&J			Lawrence, Mass.	100	131	132	Ontario Sil. Min'g	100			Mayflower	10	50	80
Union, 1st 6s, '83 M&N				Lowell	100	150	152	Penn. Anthracite Coal	50			Mexican G. & Silv.	100	34	35
<b>CANAL STOCKS.</b>				Lynn, Mass., G. L.	100	75	76	Pennsylvania Coal	50			Mono	100	14	50
Chesapeake & Del.	Par.	\$32		Mald. & Melrose	100	89	90	Pilot Knob I. (St. L.)	100	225		New Navajo	100	45	
Del. & Hudson		34 1/2	34 1/2	Newton & Wat'n	100	120	122	Quicksilver Min'g	100	10 1/2		N. Y. & Colorado	20	145	155
Del. Div. leased, S. 50		\$33	33 1/2	Salem, Mass.	100	105	107	do pref.	100	53		Noorday	100	1	
Lehigh Navigation				Brooklyn, L. I.	25	108	111	St. Nicholas Coal	10			North Standard	100	40	
Morris, guar., 4	100			Citizens', Brooklyn	20	60	65	San Juan Sil. Min.	100	\$1	\$3	O. K. & W.	100	11	
do pf., guar. 4	100			Metropolitan, B'klyn	60	62	65	S. Ralph's Sil. Min.	100	\$5	\$10	Ophir Silver	100	9 1/2	
Pennsylvania				Nassau, Brooklyn	25	40	50	do pref.	100	\$6	\$12	Overman G. & S.	100	100	
Schuykill Nav.				People's, Brooklyn	10	30	35	Shamokin Coal	25			Patagonia	100	225	
do do do pref. 50				Williams'g, B'klyn	50	65	70	Spring Mount. Coal	50			Penobscot	50	55	95
Susquehanna				William's, S. C. Gas	25	175		Stand'd Cons. G. M.	100	28 1/2	29 1/2	Plumas	10	75	
<b>MISCELLANEOUS</b>				Chicago G. & Coke	100	175		Westmoreland Coal	50	\$65		Potosi	100	2 1/2	
Amer'n S.S. Co. (Phil.)				Cincinnati G. & Coke	100	135	165	Wilkesb. Coal & I.	100			Rappahanock	10	28	
6s, R. C., 1896	A&O	102 1/2	29 1/2	Hartford, Ct., G. L.	25	35	36 1/2	BOSTON MINING STOCKS.				Red Elephant	10	45	50
Balt. Gas Light 6s.		102 1/2	104 1/2	Jersey C. & Hoboken	20	155	165	Atlantic	25	16	17	Rising Sun	50	170	180
Canton (Balt.)				People's, Jersey C.	100	85	95	Blue Hill (Me.)	10	3	3 1/2	Robinson Consol.	50	8 1/2	9 1/2
2 6s, g., 1904	J&J	112		Louisville G. L.	100	120	121	Brunsw'k Antimony	5	22	22 1/2	Sacramento	10	300	
Mort. 6s, g., 1904 J&J		112		Mobile Gas & Coke	8	60	70	Calumet & Hecla	25	231	232	Santa Cruz	100	2 1/2	
Un. RR. 1st. end, 6s.		112		Central of N. Y.	50	72	77	Catalpa Silver	10	1 1/2	1 1/2	Savage Gold & Silv.	100	2 1/2	
do 2nd. end, 6s, M&N		112		Harlem, N. Y.	50	185	190	Central	25	39	44	Sierra Nevada Silv.	100	11 1/2	
Colorado Coal & Iron		102		Manhattan, N. Y.	50	130	135	Continental Silver	25	39	44	Silver Cliff	50	250	
1st consol.				Metropolitan, N. Y.	100	170	175	Copper F'n, asst. pd.	50	12 1/2	13	Silver Nugget	50	51	53
Consol. Coal				Municipal	100	170	175	Dana	25	50c.	60c.	Sir Roderick Dhu	10	90	100
1st M., 7s, 1885 J&J				Mutual of N. Y.	100	68	72	Dawson Silver	20	5c.	10c.	South Hite	25	310	350
1st conv. 6s, '97 J&J				New York, N. Y.	100	104	106	Douglas (Me.)	5	2 1/2	2 1/2	Standard	100	250	
Cumber'd Coal & I.	1st, '91			N. Orleans G. L.	100	74	76	Duncan Silver	20	30	32	Standby	10	330	360
Equitable R. Es. mort.		99	102	N. Liberties, Phila.	25	54	58	Franklin	25	12 1/2	13	Stomont	10	600	625
Gold & Stock Tel.		103		Washington, Phila.	20	74	76	Harshaw Silver	25	30	32	Tel. Con.	10	900	90
Mariposa Gold L. & M.				Portland, Me., G. L.	50	250	253	Humboldt	25	30	32	Tioga	10	25	
Cons. M., 7s, '86 J&J				St. Louis G. L.	50	108	110	Hungarian	25	5 1/2	6	Tip Top	100	225	
Moravia & Erie Estate		100	102	Laclede	50	77	77 1/2	International Silver	25	50c.	55c.	Tuscarora	100	26	29
Oreg. R. & N. 1st 6s J&J		100	102	Carondelet St. Louis	50			Mesnard	25	1	1 1/2	Unadilla	10	82	83
Pullman Palace Car		106	108	San Francisco G. L.	100			Minnesota	25	3	3 1/2	Union Consol.	100	20 1/2	
2d series, 8s, '81 M&N		102	103	<b>MANUFACTURING</b>				National	25	2	2 1/2	W. de W. G.	10	82	83
3d series, 8s, '87 F&A		100	112	<b>STOCKS.</b>				Osceola	25	36 1/2	37				



## GENERAL QUOTATIONS OF STOCKS AND BONDS—CONCLUDED.

For Explanations See Notes at Head of First Page of Quotations.

BANK STOCKS.		Bid.	Ask.	BANK STOCKS.		Bid.	Ask.	BANK STOCKS.		Bid.	Ask.	INSURANCE STOCKS.		Bid.	Ask.		
BOSTON—(Cont'd.)				Masonic.....100				Merchants' Nat.....100				Mobile Fire Dep't.....25				15 16	
Columbian.....100	143	144		Merchants' Nat.....100	118	120		Nat. B'k Commerce.....50	55			Mobile Mutual.....70	50	55			
Commerce.....100	116	117		Northern of Ky.....100	98	100		Nat. B'k Germant'n.....50	101			Planters' & Merch. Mut.....35	40	40			
Commonwealth.....100	109	110		Second Nat.....100	102	102		Nat. B'k N. Liberties.....133	100			Stonewall.....75	80	80			
Continental.....100	106	107		Security.....100	130	130		Nat. B'k Republic.....100	100			Wash'ton Fire & M.....50	40	45			
Eagle.....100	110 1/2	111		Third National.....100	104	105		National Security.....100	67			NEW ORLEANS.					
Ellet.....100	114 1/2	115		Western.....100	100	102		Penn National.....50	55			Crescent Mutual.....106	107				
Exchange.....100	139	140		West. Fin. Corp.....100	99	99		People's.....100	100			Factors' and Traders.....110	111 1/2				
Everett.....100	109 1/2	110		MOBILE.				Philadelphia Nat.....200	200			Firemen's.....57 1/2					
Faneuil Hall.....100	126	127		Bank of Mobile.....25	25	25		Second Nat.....100	100			Germania.....87	95				
First National.....100	195	197		First Nat.....100	120	120		Seventh Nat.....80	80			Hibernia.....98 1/2	101				
First Ward.....100	100	103		Nat. Commercial.....100	90	100		Sixth Nat.....100	100			Home.....30 1/2	31				
Fourth National.....100	100	101		MONTREAL.				Southwark Nat.....50	152			Hope.....56					
Freemans'.....100	116	117		British N. America.....103	103 1/2	103 1/2		Spring Garden.....100	100			Lafayette.....54	57 1/2				
Globe.....100	107	108		Commerce.....50	128 1/2	129		22d Ward.....50	50			Merchants' Mutual.....108 1/2	110 1/2				
Hamilton.....100	119	121		Dominion.....50	132	135		Third Nat.....100	80			Mechanics' & Traders.....108 1/2	110 1/2				
Hide & Leather.....100	112 1/2	114		Du Pont.....50	82	82		Union Nat.....50	65			New Orleans Ins. Ass'n.....31 1/2	32 1/2				
Howard.....100	114	115		Eastern Townships.....106	106	108		Western Nat.....50	92	95		New Orleans Ins. Co.....53 1/2	54 1/2				
Manufacturers'.....100	100	101		Exchange.....100	53	53		West Philadelphia.....104	104			People's.....23 1/2					
Market.....100	102	103		Federal.....100	121	123		PORTLAND, ME.				Sun Mutual.....105	106 1/2				
Market (Brighton).....100	126	128		Hamilton.....100	102 1/2	108 1/2		Cumberland Nat.....40	56	58		Teutonia.....108	112				
Massachusetts.....250	116	117		Hochhelega.....100	107	108 1/2		Canal Nat.....100	159	160		NEW YORK.					
Maverick.....100	200	205		Imperial.....100	107	108 1/2		Casco Nat.....100	149	150		American.....50	140				
Mechanics' (So. B.).....100	116	120		Jacques Carlier.....100	90	91		First Nat.....100	149	150		American Exch.....100	100				
Merchandise.....100	105	106		Maritime.....100	105 1/2	106		Merchants' Nat.....75	111	112		Bowery.....25	190				
Merchants'.....100	140	141		Merchants'.....100	105 1/2	106		National Traders.....100	148	149		Broadway.....25	210				
Metropolitan.....100	109	111		Monsons.....50	98	98 1/2		RICHMOND, VA.				Brooklyn.....17	190	200			
Monument.....100	170	175		Montreal.....200	152 1/2	153 1/2		City Bank.....25	23 1/2			Citizens'.....20	190				
Mt. Vernon.....100	107 1/2	109		National.....50	80 1/2	81		First Nat.....100	126			City.....70	120	125			
New England.....100	144	145		Ontario.....40	86 1/2	87		Merchants' Nat.....100	99	105		Clinton.....100	120	140			
North.....100	126	127		Quebec.....100	99	105		Nat. Bk of Virginia.....100	96 1/2	99		Columbia.....30	55	60			
North America.....100	111 1/2	112		Standard.....82	82	84		Planters' Nat.....100	120			Commercial.....50	98	105			
Old Boston.....50	61 1/2	63		Toronto.....100	134	137		State Bank of Va.....100	100			Continental.....100	180				
Pacific.....100	109	109 1/2		Union.....100	79	86		ST. LOUIS.				Eagle.....40	190				
People's.....100	153	155		Ville Marie.....100	100	100		B'k of Commerce.....100	332	202 1/2		Empire City.....100	95	100			
Redemption.....100	133	135		NEW ORLEANS.				Commercial.....100	100			Exchange.....30	100	105			
Republic.....100	125	126		Canal & Banking.....100	110 1/2	112 1/2		Continental.....70	80			Farragut.....50	120				
Revere.....100	118	119		Citizens'.....100	61	62 1/2		Fourth National.....235	50			Firemen's.....17	95	102			
Rockland.....100	128	130		Germania Nat.....100	98 1/2	100		International.....100	90	95		Firemen's Trust.....100	100				
Second Nat.....100	147	148		Hibernia Nat.....100	97 1/2	100		Mechanics'.....100	94 1/2			Frank & Emp'lum.....105	120				
Security.....100	180	185		Louisiana Nat.....100	99	101		Merchants' Old.....5	5			German-American.....100	145				
Shawmut.....100	121	122		Metropolitan.....100	100	100		Merchants' Nat.....100	103			Germania.....50	140	145			
Shoe & Leather.....100	113	114		Mutual Nat.....100	100	100		St. Louis National.....100	101			Globe.....50	112				
State.....100	118	119		New Orleans Nat.....100	124	124		Third National.....100	100			Greenwich.....25	250				
Suffolk.....100	117	118		People's.....50	47	47		Valley National.....100	101			Guardian.....15	65	75			
Third Nat.....100	105 1/2	107		State Nat.....100	99	102		SAN FRANCISCO.				Hamilton.....15	135				
Traders'.....100	101	102		Union Nat.....100	90	90		Anglo-California.....130	131			Hanover.....50	160	170			
Tremont.....100	117	119		NEW YORK.				Bank of California.....100	100			Hoffman.....50	90				
Union.....100	140	142		America.....100	137	140		First Nat. Gold.....100	108	108 1/2		Home.....100	132	135			
Washington.....100	134	136		American Exch'ge.....100	119	119		Grangers' B'k of C.....100	100			Hope.....25	50	60			
Webster.....100	106	107		Bank & Br'kers A.....100	100	100		Merchants' Exch.....100	100			Howard.....50	100	100			
BROOKLYN.				Broadway.....25	25	25		Nat. Gold Bank & Tr. Co.....122	122			Importers' & Trad.....50	95	100			
Atlantic (State).....140				Butchers & Drovers.....112	112	112		Pacific.....100	100			Irving.....100	60				
Brooklyn.....110	120	120		Central National.....100	117	117		STOCKS.				Jefferson.....30	130				
First National.....215	225	225		Chase National.....100	132	132		FIRE INSURANCE.				Kings Co. (B'klyn).....30	130				
Fulton.....90	230	245		Chatham.....25	110	110		BALTIMORE.				Knickerbocker.....40	55	65			
City National.....230	245	245		Chemical.....100	1700	1700		Associate Firemen's.....5	6 1/2			Lafayette (B'klyn).....50	110	120			
Commercial.....70				City.....100	200	200		Baltimore Fire Ins.....26	26			Lamar.....100	100	104			
Long Island.....98	100	100		Citizens'.....25	107	107		Firemen's Insur'ce.....18	30	32		Lenox.....25	90				
Manufacturers'.....96	100	100		Commerce.....100	144	144		Howard Fire.....7	7			Long Isl'd (B'klyn).....50	115	120			
Mechanics'.....180	185	185		Continental.....100	115	115		Maryland Fire.....10	4	5		Lorillard.....25	75	80			
Nassau.....155	165	165		Corn Exchange.....100	148	148		Merchants' Mutual.....50	50	60		Manuf. & Builders.....100	135	140			
Brooklyn Trust.....130	140	140		East River.....25	190	190		National B'k.....10	11	12 1/2		Manhattan.....100	100	105			
CHARLESTON.				Seventh Ward.....25	160	160		BOSTON.				Mech. & Traders'.....25	130	160			
B'k of Chas. (NBA).....100	88	90		First National.....100	120 1/2	120 1/2		American F. & M.....100	140	145		Mechanics' (B'klyn).....160	165				
First Nat. Chas.....100	99	100		Fulton.....30	140	140		Boston.....100	118	122		Mercantile.....50	75	85			
People's National.....100	99	100		Fourth National.....100	120 1/2	120 1/2		Boylston.....100	119	120		Merchants'.....50	120	127			
S. C. Loan & Tr. Co.....100	57			Gallatin National.....50	137	137		Commonwealth.....100	x76	78		Montauk (B'klyn).....50	115				
CHICAGO.				German American.....75	78	80		Dwelling House.....100	x112	114		Nassau (B'klyn).....50	150	160			
Commercial Nat.....100	175			Germania.....100				Ellet.....100	x137	139		National.....37 1/2	100	109			
Corn Exch. Nat.....100				Greenwich.....25				Firemen's.....100	x155	160		New York City.....100	65				
Fifth National.....100	140			Grocers'.....30				Franklin.....100	70	75		N. Y. Equitable.....35	150	165			
First National.....100	210			Hanover.....100	115	115		Manufacturers'.....100	x130	133		New York Fire.....100	108				
Hide and Leather.....100	100			Importers & Tr.....250	250	250		Mass. Mutual.....100	116 1/2	117		Niagara.....50	160				
Home National.....100	75	90		Irving.....50				Mechanics' Mutual.....100	85			North River.....25	110				
Merchants' Nat.....100	200			Leather Manuf'rs.....100				Mercantile F. & M.....100	138	140		Pacific.....25	200				
Nat. B'k of Illinois.....100	117			Manhattan.....20	138	138		Neptune F. & M.....100	x120	123		Park.....100	109	114			
Northwestern Nat.....100				Manuf. & Merch's.....50				North American.....100	x115	117		Peter Cooper.....20	175	185			
Union National.....100	200			Marine.....100				Prescott.....100	x122	124		People's.....50	105	112			
Un. Stock Y's Nat.....100				Market.....100	122	122		Revere.....100	59	60		Phenix (B'klyn).....50	120	125			
CINCINNATI.				Mechanics'.....25	140	140		Shoe & Leather.....100	x122	125		Relief.....50	75	80			
First National.....200	205	205		Mechanics' B. Ass'n.....74	80	80		Washington.....100	147	150		Republic.....100	75				
Fourth National.....150				Mechanics' & Tr.....102				CLEVELAND.				Rutgers.....100	135				
German Banking Co.....100				Mercantile.....50	120	120		Amazon (new stock).....20	71	75		St. Nicholas.....50	120				
Merchants' National.....15	120			Merchants'.....100				Cincinnati.....25	135	137 1/2		Standard.....100	105	110			
Nat. Lat. & Bk. of Com.....150				Merchants' Exch'ge.....50	100	100		Commercial.....25	160			Sterling.....100	72	80			
Second National.....120	125			Metropolitan.....100	150 1/2	150 1/2											

## Investments

AND

## STATE, CITY AND CORPORATION FINANCES.

The INVESTORS' SUPPLEMENT contains a complete exhibit of the *Funded Debt of States and Cities and of the Stocks and Bonds of Railroads and other Companies.* It is published on the last Saturday of every other month—viz., February, April, June, August, October and December, and is furnished without extra charge to all regular subscribers of the CHRONICLE. Single copies are sold at \$2 per copy.

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## ANNUAL REPORTS.

## Cincinnati Indianapolis St. Louis &amp; Chicago Railway.

(For the year ending June 30, 1880.)

The first report of this company (lately the Indianapolis Cincinnati & Lafayette) has just been issued. The report states, as to the reorganization, that "in February, 1880, the railway and property of the Indianapolis Cincinnati & Lafayette Railroad Company and the Cincinnati & Indiana Railroad Company were sold under foreclosure sale, and purchased by trustees for the benefit of various lienholders. They organized the Cincinnati Indianapolis St. Louis & Chicago Railway Company, with a capital stock of \$4,000,000, and took the property subject to \$7,500,000 of bonds. They also assumed a floating debt of about \$250,000 for supplies and material turned over by the Receiver. There is also \$110,000 due as a final balance in settlement of the overdue coupons upon the Reynolds bonds, so called, which the company has agreed to, and will, pay next September (Sept., 1880). Since the foreclosure a further debt of \$140,000 has been incurred for the purchase of the securities of the Cincinnati Lafayette & Chicago Railroad Company. The liabilities of the company, then, correctly revised and stated, are: Stock, \$4,000,000; floating debt (nearly) \$500,000; bonded debt, \$7,500,000.

"The assets are as follows: The railway from Cincinnati to Lafayette, 175 miles in length, all laid with steel, 50 miles of side track, and ample terminals in each of the cities of Cincinnati, Indianapolis and Lafayette, with a large equipment, hereafter described. The Lawrenceburg Branch RR., 5 miles in length, owned entire by this company. The Harrison Branch RR., 7 miles in length, owned by this company. The Fairland Franklin & Martinsville Railroad, 38 miles in length, owned entirely by this company. The Cincinnati Lafayette & Chicago Railroad, 75 miles in length, substantially owned by this company, subject to \$1,120,000 of first mortgage bonds and 6 per cent interest upon one-half the cost of 18 miles of track leased. Our company owns all of the second mortgage bonds, \$1,120,000, and 95 per cent of the \$1,460,000 of stock. The Cincinnati Indianapolis St. Louis & Chicago Railway Company, from July 1, 1880, operates these various lines, amounting to 300 miles of railway, under one management, and subject to payments of \$26,000 a month, or \$660,000 per annum, for interest, rentals,

and taxes. It owns the following equipment: 60 locomotives, 44 coaches, 4 parlor cars, 18 baggage and mail cars and 1,864 freight cars, all in good order.

"The gross earnings of all the lines for the year ending June 30, 1880, were \$2,276,768. The net earnings, after paying interest, taxes, and rentals, was over 4 per cent upon the new stock. Large sums were spent for improvements, and charged directly in operating expenses, such as \$125,000 for steel rails \$75,000 for new freight cars, in addition to \$108,000 charged for repairs and rebuilding of old cars, and \$35,000 for miles of new side tracks, and \$10,000 for expenses of reorganization."

The comparative statistics made up in the usual form for the CHRONICLE are as follows:

ROAD AND EQUIPMENT.				
	1876-77.	1877-78.	1878-79.	1879-80.
Miles owned .....	184	167	193	225
Miles controlled .....	.....	28	.....	75
Total operated .....	184	195	193	300
Locomotives .....	57	52	50	60
Pass., mail & express cars .....	64	60	61	66
Freight cars .....	1,084	1,084	1,130	1,864
Other cars .....	86	6	6	.....
OPERATIONS AND FISCAL RESULTS.*				
	1876-77.	1877-78.	1878-79.	1879-80.
Operations—				
Passengers carried .....	564,684	549,587	521,580	671,985
Passenger mileage .....	19,244,431	18,971,743	17,689,617	23,544,228
Rate per pass'r per mile .....	2.59 cts.	2.67 cts.	2.72 cts.	2.54 cts.
Freight (tons) moved .....	426,808	457,135	540,815	831,596
Freight (tons) mileage .....	38,803,669	41,000,163	48,637,803	76,088,352
Av. rate per ton per mile .....	1.71 cts.	1.68 cts.	1.52 cts.	1.34 cts.
Earnings—				
Passenger .....	514,766	493,985	460,432	564,551
Freight .....	684,740	763,470	763,420	1,052,181
Mail, express, rents, &c. ....	111,704	131,632	118,819	144,510
Total gross earnings .....	1,311,210	1,309,087	1,342,701	1,761,242
Operating expenses—				
Maintenance of way, &c. ....	265,007	237,632	211,503	313,597
Maintenance of equip't. ....	100,654	102,613	111,253	269,829
Transportation expenses .....	421,993	403,347	420,752	524,775
Taxes .....	44,973	43,192	35,422	34,632
Miscellaneous .....	30,772	27,916	25,871	42,306
Total .....	820,399	814,700	834,781	1,178,129
Net earnings .....	490,801	494,387	507,920	491,487
P. c. of oper. ex. to earn. ....	62.56	62.23	62.17	66.89

\* That part of the line between Lafayette & Kankakee is not included in these statistics in 1880.

† Miscellaneous includes telegraph, stock killed, lost and damaged goods, insurance, gratuities and damages, and Union Depot.

## BALANCE SHEET, JUNE 30, 1880.

Dr.	
Construction and equipment .....	\$11,493,050
Old claims .....	159,937
Sundry railroad securities .....	87,071
Materials and supplies on hand .....	91,724
Due from sundry persons and accounts .....	155,777
Cash on hand .....	25,740
	\$12,016,322
Cr.	
Cincinnati Indianapolis St. Louis & Chicago capital stock .....	\$4,000,000
Indianapolis & Cin. RR. Co.'s bonds of 1858 .....	\$1,600,000
Cincinnati & Ind. RR. Co.'s bonds of 1862 .....	499,000
Do do 1867 .....	1,501,000
Do do funded coupons .....	44,800
Ind. Cin. & Laf. RR. Co.'s bonds of 1867 .....	2,800,000
Do do funded coupons .....	79,100
Do do equipment bonds .....	187,000
Cin. Ind. St. Louis & Chic. 1st consol. M. bds. ....	789,000
Bills payable .....	261,906
Accounts payable .....	99,251
Unpaid interest .....	69,542
Due sundry persons and accounts .....	18,461
Profit and loss account .....	449,160
	\$12,016,322

\* Includes June payrolls and supplies now paid.

† Includes coupons due July 1, 1880, now paid.

‡ For the four months ended June 30, 1880, operated by new company.

## Northern Pacific.

(For the year ending June 30, 1880.)

The old board of directors of the Northern Pacific Railroad Company was re-elected Sept. 29, with three exceptions: Ashbel H. Barney and Wm. R. Garrison of New York, and Henry E. Johnston of Baltimore, were chosen in place of J. Fraley Smith of Philadelphia, J. C. Ainsworth of Oregon and J. N. Dennison of Baltimore. At a subsequent meeting of the directors the following resolution was adopted:

That the directors of the company be, and they are hereby, requested and advised to provide, at as early a day as in their judgment shall be prudent, for the construction, completion and equipment of the company's railroad from its eastern terminus on Montreal River to Puget Sound, and for that purpose to use and employ all the resources of the company so far as required, and to execute such mortgage or mortgages on its whole or any part or parts of its line, constructed and to be constructed, with the appurtenances and the lands granted by Congress pertaining thereto, as shall seem to the board of directors best calculated to accomplish the early completion of the enterprise.

The annual report for the year ended June 30, 1880, states that the company operated during the year 722 miles, as follows: From Duluth to Bismarck, 450 miles; from St. Paul to Brainerd, 136 miles; and on the Pacific side, from Tacoma to Kalama, 105 miles; from Tacoma to Wilkeson, 136 miles. The gross earnings for the year were as follows:

Freight .....	\$1,588,356
Passengers, express and mail .....	636,479
Miscellaneous .....	5,145
Total .....	\$2,230,181

This is an increase of \$823,971 over the same period last year. On account of a change in the fiscal year last year, no statement is given for comparison in the annual report. The expenditures for the year 1879-80 were as follows:



Operating expenses.....	\$1,346,147
Rentals.....	131,857
Taxes.....	43,088
<b>Total</b> .....	<b>\$1,521,093</b>
Balance.....	709,088

Total.....\$2,230,181

The expenses of the general office at New York, the legal expenses, insurance and all miscellaneous expenses are included in the operating accounts; also \$91,662, one-half the cost of laying steel rails between Brainerd and Fargo, over the value of the iron rails taken up, the other half being included in "improvements and betterments;" \$49,278 for bridges, culverts and cattle yards; \$41,216, the balance due from the company on its share of the cost of laying with steel rails on the road from St. Paul to Sauk Rapids, and \$16,325 for repairs of docks at Duluth. The unprecedented snow of last winter caused an addition to the account of \$56,207. Deducting these items (\$254,690) and the operating expenses are only 48.94 per cent of the earnings. Under the plan of reorganization, all expenses for keeping the road in high condition, and for providing additional equipment are to come out of the earnings, and during the year there was expended for betterments and improvements \$302,930; new equipment, \$212,032; total, \$514,962; to this should be added, for interest paid and accrued, \$159,537, making the expenditures, in addition to operating expenses, rentals and taxes, \$674,500.

As to the roadbed, &c., the report says: "In Minnesota, the road from St. Paul to Sauk Rapids, 75 miles, jointly used and maintained by this company and the St. Paul Minneapolis & Manitoba Railway Company, has been laid during the year with steel rails. From Sauk Rapids to Brainerd the iron is comparatively new. Steel rails also have been laid during the year on 125 miles between Brainerd and Fargo, which, with the 11 miles laid the preceding year, completes the entire distance between those places. Steel rails are gradually being laid on the 24 miles between Thomson Junction and Duluth, owned jointly by the Northern Pacific and St. Paul & Duluth companies, 208½ tons having been laid during the last year. The work of renewing bridges, culverts, and high trestles on this joint road has been continued." \* \* \* "On account of the increasing local business on the Dakota Division, and the construction and extension of the line beyond the Missouri and up the Yellowstone, it will be advisable to replace the iron rails, as it may be necessary to take them up, with steel. With so much new road to be built, and so much to do at the front, it will be economy to put the completed road in such high condition as to require little expenditure to keep it so."

Of the Pacific Division, General Sprague, the Superintendent, after setting forth the renewals of bridges, trestles and ties, says: "It is believed that the roadbed, track and structures, together with the rolling stock and machinery of the division, are in first class condition, and that trains could be run with safety at the rate of forty-five miles per hour if desired."

During the year 31 miles of the Casselton Branch have been built, and an organization for this road has been made under the laws of Dakota, called "The Casselton Branch Railroad Company," with a capital of \$600,000. When the road is completed to Goose River, the company will issue bonds to the Northern Pacific to reimburse it for all the cost of construction. On the Missouri Division 100 miles of track and telegraph line were completed and accepted by the Government Commissioners. The track is now laid and telegraph line completed to the Little Missouri, 152 miles, and is expected that the remaining 65 miles to the Yellowstone River will be graded before next November. On the Pend d'Oreille Division the grading is completed to Spokane Falls, 150 miles, and the track is laid 25 miles. It is believed that track will be laid to Spokane Falls before the end of the working season. To connect this division with the road of the Oregon Railway & Navigation Company at Wallula, the 12 miles from Ainsworth to Wallula, being a part of the Columbia River Division, is now under construction. With the completion of the Casselton Branch to Goose River, 43½ miles; the Missouri Division, 217 miles; the Pend d'Oreille Division, 209 miles, and the part of the Columbia River Division between Ainsworth and Wallula, 12 miles, there will be new road, 481½ miles; adding the present road operated, 722 miles, there will be operated by the company, 1,203½ miles. Of these 1,203½ miles, the Northern Pacific will own absolutely 1,043½ miles.

Its relation to the other 160 miles is as follows: It owns half of the 24 miles from Thomson Junction to Duluth. The amount, \$257,900, stated in the last report of the company as then due for this half, payable in the preferred stock of the St. Paul & Duluth Company, has been paid by the sale, for that purpose, of Northern Pacific preferred stock, and the company has acquired the absolute title to an undivided half of the road, free of all incumbrance. The company owns a majority of the stock, and has a perpetual lease of the Western Railroad of Minnesota from Brainerd to Sauk Rapids, 61 miles, at a rental of 35 per cent of the gross earnings, until April 30, 1883, and after that at a rental of 40 per cent of the gross earnings. From St. Paul to Sauk Rapids, 75 miles, the company has a perpetual lease of right of way, at an annual rental of \$40,000. The entire debt against this large mileage of road and its equipment, and, in round numbers, 17,500,000 acres of land, will not exceed \$7,500,000.

The company now crosses the Missouri River at Bismarck by means of a transfer boat, but it is suggested that ere long it will be necessary to construct a bridge. The estimated cost for the entire work is \$800,000. During the last year a new con-

tract was made with the Western Union and Northwestern telegraph companies, the special features of which are that the telegraph companies shall build the line as fast as the road is constructed, and faster if this company so require. One-third of the cost of construction is to be paid by this company, and one-third of all the gross receipts at all stations on the line is to be paid to this company, except on messages sent from or destined to certain excepted places. The business of the company on the lines is to be transacted free, and off the lines free up to an agreed amount per annum; over that sum the charges are to be at half rates. The contract is for a period of fifteen years from May 1, 1880. On January 1, 1880, the company began doing the express business on its lines in Minnesota and Dakota. The net earnings for the first six months were \$15,778, against \$6,042 received from express companies during the same period last year. The company has also made contracts with four steam elevators and five horse-power elevators, and the new elevator of 1,000,000 bushels capacity now building at Detroit, which will keep the system in its control and subject to a suspension regarding the maximum rates to be charged. The preferred stock has been reduced by land transfers to \$43,412,645; but of \$51,000,000 authorized issue of this amount, there remains in the treasury as an asset \$4,111,830, leaving the amount in circulation \$39,100,818.

Following is a statement of the bonds issued and to be issued:

Total authorized.....	\$7,000,000
Subscriptions paid.....	\$3,451,634
Subscriptions unpaid.....	545,365
Sold.....	573,200
Undisposed of.....	2,426,800
<b>Total</b> .....	<b>\$7,000,000</b>
Total issued.....	\$1,027,834
Canceled by land sales.....	146,000

Outstanding.....\$3,881,834

The land department sold during the year 291,753 acres of land, the receipts being \$831,437 and the expenses \$74,981, leaving a balance of \$756,456.

Following is the balance sheet of the company.

Or.	
Property acquired.....	\$90,549,557
Construction—cost of new road in bonds and stocks at par.....	5,147,602
Equipment.....	1,245,531
Improvements and betterments.....	979,429
Accounts receivable.....	705,268
Supplies.....	1,194,636
Northern Pacific Railroad stock and other investments.....	6,127,085
Bills receivable.....	1,760
Cash.....	401,824
Land department expenses.....	136,099
<b>Total</b> .....	<b>\$107,186,795</b>

Dr.	
Capital stock, common.....	\$49,000,000
Capital stock, preferred.....	43,412,645
<b>Total</b> .....	<b>\$92,412,645</b>
Accrued debt.....	3,881,834
Audited vouchers.....	915,883
Bills payable.....	489,083
Profit and loss.....	1,281,384
Land sales.....	8,205,964
<b>Total</b> .....	<b>\$107,186,795</b>

## GENERAL INVESTMENT NEWS.

**Boston & New York Air Line.**—Notice is given to the holders of the first mortgage bonds of this company that the company, exercising the right to redeem said bonds upon six months' notice, as expressed upon the face of said bonds, will redeem the said bonds upon presentation at the office of the Treasurer of said company, at No. 12 Wall Street, in the City of New York, on or before the first day of February, 1881, at 105 and interest.

**Cincinnati Hamilton & Dayton.**—The directors decided to defer the question of declaring a dividend until the next meeting, which will be held on October 12. By that time the statement of the September earnings will be ready, and the amount of surplus can be ascertained.

**Cleveland Mt. Vernon & Delaware.**—In the suit against this company the decree finds that the conditions of the mortgages set forth in the pleadings have not been performed; that the mortgaged property is insufficient to discharge the amount due; and General G. A. Jones, of Mt. Vernon, is appointed Receiver. The Court ordered the Receiver not to operate the Massillon Branch, as it is unprofitable and accompanied with loss.

**Delaware & Hudson Canal Railroads.**—The following is a comparative statement of business on the railroads owned and leased by the Delaware & Hudson Canal Company during the month of August, 1880:

Railroads.	1879.		1880.		
	Gross Earnings.	Net Earnings.	Gross Earnings.	Net Earnings.	Net Increase.
Penn. Division.....	\$95,957	\$47,910	\$89,388	\$18,886	\$20,022
Aib. & Susq....	92,551	43,423	128,346	55,244	11,821
Rens. & Sara....	178,851	124,273	205,321	125,020	746
N. Y. & Canada.....	45,185	13,555	55,617	32,284	18,829
<b>Totals.....</b>	<b>\$412,546</b>	<b>\$229,163</b>	<b>\$478,672</b>	<b>\$231,536</b>	<b>\$2,373</b>
Previous totals.....	2,272,757	1,314,785	2,806,441	1,139,758	224,973
<b>Totals to date</b> .....	<b>\$2,685,304</b>	<b>\$1,143,948</b>	<b>\$3,285,113</b>	<b>\$1,371,294</b>	<b>\$227,346</b>

\* Decrease.

**Denver South Park & Pacific.**—At a meeting of the stockholders, held Monday, the 20th inst., the following resolutions were adopted:

**Resolved,** That the original articles of association of the Denver South Park & Pacific Railroad Company be so amended as to give power to this company to construct, operate and maintain extensions and branches of said railroad and telegraph lines as follows, viz: Broad or narrow gauge lines of road from any eligible point or points on the line or lines of branches of said railroad, or from Denver to Colorado Springs, Pueblo, Canyon City, Silver Cliff and Rosita, in the several counties of Arapahoe, Jefferson, Douglas, Park, El Paso, Fremont and Custer, and to connect the lines of said railroad and branches at any point or points by a branch or branches with the main line, or other branches of said railroad of said company; also a branch of said road from a point on the Tomichi River, up, along and near the Cochetopa Creek by the most eligible route, in the counties of Gunnison and Saguache, to the town of Saguache. Also a branch from the line of said road on Ohio Creek by the most eligible route to Crested Butte, in Gunnison County; also to extend the Dudley branch of said railroad (provided for in said original articles of association) by way of Hooser Pass to the town of Breckenridge, through the counties of Park and Summit, all in the State of Colorado.

**Resolved,** That for increasing the means of the company to go forward with the construction of its lines, extensions and branches, its capital stock be increased from \$5,000,000 to \$20,000,000, said increase to be at the rate of \$20,000 per mile for extensions and branches.

**Elevated Railroads in New York City.**—At the meeting of New York Elevated Company's stockholders Sept. 25, 39,913 shares of stock were represented. The vote in favor of accepting the arbitrators' award was 37,320 shares, against 2,593. Previous to the vote, Mr. Field, the President, submitted an address, of which the following are the principal points:

"This meeting has been called to consider certain questions referred to you by the directors of the company concerning its relations with the Metropolitan and Manhattan companies. It is probably known to you that there are still unsettled accounts between this company and the Metropolitan Company, growing out of the tripartite agreement and leases which you sanctioned at your meeting in May, 1879. One of these relates to the \$3,000,000 paid to the Manhattan Company by this company for the completion of its lines, part of which had been expended on the Metropolitan Company's lines. The point in dispute was referred to Messrs. John F. Dillon, Courtlandt Parker and Chas. D. Ingersoll, who decided in favor of this company. There still remained a balance of about \$700,000 to be paid in by the Metropolitan Company for the completion of its lines. This amount that company claimed to have invested in real estate, the title to which stood in the name of the Loan & Improvement Company. The New York Company then proposed that this real estate should either be conveyed to the Metropolitan Company or to a trustee for it. This proposal was declined by the Metropolitan Company, which then proposed a merger of the two companies into the Manhattan. A question thereupon arising respecting the comparative rates at which the stocks of the New York and Metropolitan companies respectively should be taken, with a view to such merger, the directors of the New York Company, by a vote, proposed 110 for the New York and 90 for the Metropolitan stock. The Metropolitan Company declining this proposition, the question was thereupon submitted to Messrs. John A. Stewart, Roswell G. Rolston and Henry F. Spaulding, as arbitrators, who, after a full hearing of both companies, decided that the New York stock should be taken at 110 and the Metropolitan at 90."

The address then gives the resolutions of the New York directors accepting the decision, and appointing Mr. Josiah M. Fiske as a committee of one on the part of the board to confer with similar committees from the Metropolitan Elevated Railway Company and the Manhattan Railway Company upon the best means of carrying the decision of the arbitrators into effect. The address then continues:

"A joint committee was then appointed by the New York and Metropolitan companies, but none by the Manhattan. This committee has not been able to agree. No feasible plan of merger has been devised, owing to legal difficulties; but the representative of the New York Company made the following suggestions:

"Change the tripartite agreement and leases in the following particulars:

"I. Make the payment of the ten per cent dividend to depend upon the earnings, and, if there be a deficiency in any quarter, the same to be covered by scrip, payable, with interest at six per cent, out of future earnings; the first twenty per cent, with interest on half from September 15, 1880, to be paid to the New York Company.

"II. Place the control of the leased property in the hands of a joint committee of nine, three to be appointed by the directors of each of the three companies—New York, Metropolitan and Manhattan.

"III. This committee to be annually appointed and the arrangement to continue until the legislation next mentioned be obtained.

"IV. Legislation to be applied for, giving the stockholders and bondholders of the three companies power to choose the directors of the Manhattan Company."

The resolutions passed by the stockholders approve the action of the directors and the suggestions of Mr. Fiske, and authorize the board of directors to conclude an arrangement with the other companies "on the basis of those suggestions, or upon any basis having the same general design."

The stockholders of the Metropolitan Elevated Railway Company met, pursuant to call, September 25, to take action on the proposed merger of their company and the New York Elevated Company on the terms suggested by the recent arbitration. After considerable discussion, it was resolved to adjourn until such time as the President and board of directors may be able to present to them some more satisfactory scheme of merger. Some of the largest stockholders said they would never consent to a consolidation on the terms proposed. They claimed that the possession of the only two outlets to Westchester County gave their stock a much greater value than that of the New York Company, and said that they were satisfied that the Manhattan Company will always be able to comply with the requirements of the lease. Mr. Jose F. Navarro, who represented the Metropolitan Company on the Conference Committee, reported that the committee had been unable to agree except on one point: that the payment of the 10 per cent dividend should depend upon the earnings, and that

deficiencies should be covered by scrip payable, with interest at 6 per cent, out of future earnings, the first 20 per cent with interest on one-half from September 15, 1880, to be paid to the New York Company. To other stipulations made in behalf of the New York Company Mr. Navarro stated that he could not assent because they seemed to perpetuate the very evils from which the management of the roads had suffered already. These were the annual appointment of a committee of nine, to be chosen equally by the directors of the three companies, and the proposed application for new legislation granting to the stockholders and the bondholders of the three companies the power to choose the directors of the Manhattan Company.

A statement of the number of passengers carried on all the elevated lines for twelve months ending September 18, 1880, was submitted. It shows the following result:

Third Avenue.....	29,601,186	
Ninth Avenue.....	5,237,511	34,838,727
Second Avenue.....	4,403,688	
Sixth Avenue.....	21,143,658	25,547,346

Total passengers..... 60,386,073

Allowing for transfer at Chatham Square from the Second to the Third Avenue line of passengers carried on the Third Avenue line north of the Square, by deducting from the Second and adding to the Third Avenue 1,567,500 passengers, the result of the twelve months' business shows:

On New York Elevated Company's lines—		
Third Avenue passengers.....	31,163,686	
Ninth Avenue passengers.....	5,237,511	36,406,227
On Metropolitan Company's lines—		
Second Avenue, passengers.....	2,836,188	
Sixth Avenue passengers.....	21,143,658	23,979,846

Number of passengers carried by the New York Elevated lines more than by the Metropolitan Company's lines..... 12,426,381

Upon the same basis the New York lines carried for the first month after the opening on August 16, 1880, of the Second Avenue line to the Harlem River, 2,955,416 passengers, against 2,214,908 on the Metropolitan lines, an excess in favor of the New York Company of 740,508 passengers. The earnings and expenses during the same month were as follows, allowing for a daily transfer of 7,500 persons at Chatham Square from the Second Avenue road to the Third Avenue:

	Second.	Third.	Sixth.	Ninth.	All.
Earnings.....	\$54,275	\$153,223	\$126,396	\$11,426	\$383,320
Expenses.....	38,000	91,000	82,000	33,000	244,000
Net.....	\$16,275	\$67,223	\$44,396	\$11,426	\$139,320
Allow for transfers at Chatham Square.....	10,125	10,125	.....	.....	.....
Total.....	\$6,150	\$77,348	\$44,396	\$11,426	\$139,320

**Green Bay & Minnesota.**—This railroad, with all its franchises and rolling-stock, and a branch from Onalaska to La Crosse, is advertised to be sold at sheriff's sale in Milwaukee, Wis., November 13.

**Northern Pacific.**—It is reported that the Northern Pacific Railroad Company has completed the sale to a colony of Germans of ten townships of land on the Pend d'Oreille division of the road, at \$2 60 per acre, cash. This sale will net the company over \$300,000, and this amount will be used in retiring the bonds of the division on which the land is located.

**Ohio Central.**—A call has been issued for a special meeting of the stockholders and registered bondholders of this company to be held at the office of the company in Columbus on the 18th of October, 1880. This is for the purpose of authorizing the construction of a branch line known as "Mineral Division," and the increase of the capital stock of the company from \$4,000,000 to \$4,400,000, and the issue of certain securities secured by mortgage on such branch line, and for other purposes. On the same day and at the same place there will be a meeting of the stockholders of the Ohio Central Coal Company, for the purpose of authorizing the purchase of additional property, and the issue of bonds secured thereon, and the transaction of other business.

**Ogdensburg & Lake Champlain.**—The Boston Transcript says: "The option upon the new treasury six per cent bonds of the Ogdensburg & Lake Champlain Railroad Company, given Harriman & Co., of New York, at 95 net, expires next Friday. None have been sold and none need be, as the Ogdensburg elevator project has been given up."

**Ohio & Mississippi.**—Mr. John King, Receiver of the Ohio & Mississippi Road, filed his report in the United States Court, making the following exhibit for August: Cash on hand Aug. 1, \$191,615; receipts, \$543,548; total, \$735,164. Balance September 1, \$301,351. A comparative statement of the receipts and expenditures with the corresponding month in 1879 shows a large increase. In August, 1879, the receipts were \$390,027; expenditures, \$278,512.

**Oregon Pacific.**—The New York New England & Western Investment Company is now offering for sale at par the first mortgage 6 per cent land grant sinking fund gold bonds of the Oregon Pacific Railroad. The land grant contains over 900,000 acres of valuable selected lands—forest, mineral, and agricultural—and includes over forty miles of ocean front, and many miles of deep water front for docking on Yaquina Bay and Alsea Bay. The mortgage to the Farmers' Loan & Trust Company, trustee, securing these bonds, covers the entire land grant and other real estate of the company; also its franchises, railroad, rights of way, rolling stock, docks, wharves, steamships, steamboats, ferry-boats and all other property.



**Peoria Pekin & Union Railway.**—At Peoria, Ill., September 23, articles of incorporation of the Peoria Pekin & Union Railway were filed in the Circuit Clerk's office. The incorporators are Solon Humphreys and A. L. Hopkins, of New York; George L. Bradbury and John B. Cohrs, of Peoria, and C. R. Cummings, of Chicago. The capital stock is fixed at \$2,000,000, divided into 20,000 shares of \$100 each, to run for fifty years, for the purpose of operating and maintaining a railroad under the above-named title, to run from Peoria to Pekin on one or both sides of the river. The principal office is to be at Peoria.

**Philadelphia & Reading.**—The press despatches from Philadelphia, Sept. 30, say it is reported there that the net receipts of the Reading Railroad and the Reading Coal & Iron Company for September, after charging all rentals, exceeds \$1,200,000. Out of this the Receivers have concluded to pay, on October 5, \$100,000 on account of money borrowed. The loan was \$1,000,000, to pay the interest on the consolidated mortgage bonds then falling due and the wages of the railroad employees. A further payment of \$200,000 will, it is said, be made on the same account.

**Pittsburg Riot Losses.**—The official report of the losses by the railroad riots of July, 1877, has been published. The following is the loss of railroad property:

Pennsylvania Railroad losses.....	\$2,007,400
Pittsburg Cincinnati & St. Louis Railway.....	227,814
Cleveland & Pittsburg Railway.....	322,233
Erie & Pittsburg Railway.....	5,490
Pittsburg Fort Wayne & Chicago Railway.....	34,769
Ashabula Youngstown & Pittsburg Railway.....	2,010
Total.....	\$2,310,106
Accrued interest to date.....	334,974
Grand total.....	\$2,645,110

These claims were compromised at \$1,600,000. Of railroad rolling stock there were wholly destroyed or partially damaged 107 locomotives; there were wholly destroyed 33 passenger coaches, 5 Pullman palace coaches, 3 officers' coaches, 7 emigrant coaches, 3 combined baggage and passenger coaches, 1 paymaster's car, 8 baggage cars, 10 express cars, 2 postal cars, 951 box or house cars, 92 refrigerator cars, 34 stock cars, 856 gondola or flat cars, 48 caboose or freight conductors' cars, 1 tool car and 98 coal or coke cars.

Other important losses were the Pittsburg Grain Elevator Company—original amount of claim, \$211,210; compromised and settled for \$133,804.

Pullman Palace Car Company—original amount of claim, \$88,000; compromised and settled for \$55,217.

Baltimore & Ohio Railroad Company—original amount of claim, \$56,469; compromised and settled for \$33,232.

Keystone Hotel Company—original amount of claim, \$32,724; compromised and settled for \$22,293.

Seventy-nine buildings burned belonging to private individuals and corporations other than those belonging to the road.

The total number of all kinds of claims to date (September 20, 1880) which have been settled by the County Commissioners, mostly without the intervention of the courts, was for loss and did not include interest; they amount to \$3,261,013. They have been compromised and settled for \$2,489,737.

**Pullman's Palace Car Company.**—In the United States Court in Baltimore, September 25, the Pullman Palace Car Company, of Chicago, filed a bill of complaint and prayed for an injunction against the Baltimore & Ohio Railroad Company to restrain it from the construction and use of palace cars which, it is claimed, are infringements on the Pullman patents. The bill of complaint is an extensive document, and sets forth in detail the history of the Pullman Company and its contract with the Baltimore & Ohio Company. It alleges that the Baltimore & Ohio entered into a contract with it for the use of cars Oct. 1, 1870, and now that the contract is about to expire, it is in the act of building, at Dayton, Ohio, a number of palace cars which are infringements on the Pullman patents. The Pullman Company therefore prays the Court for a perpetual injunction to restrain the Baltimore & Ohio from either the manufacture or the use of such cars. The Baltimore & Ohio determined upon this step some time ago, and it is reported that they will make a sturdy fight with the Pullman Company upon the question of its patent rights. The Pullman Company claims patents on every article in its car, from the berth to the towel-rack, and will employ able counsel to press this suit. Several of the Baltimore & Ohio's new palace cars have reached Baltimore, and were to be put in use on Oct. 1. The Pullman Company also charges that the Baltimore & Ohio is endeavoring to get other roads to close their contracts with it. The case is set for a hearing Oct. 7.

**St. Louis Iron Mountain & Southern.**—This company, having purchased sundry obligations of the Memphis & Little Rock Railroad Company of Arkansas, and also a controlling amount of its stock, gives notice that on or after thirty days from September 25, it intends to issue a certain amount of additional stock, not exceeding 15,000 shares, of the St. Louis Iron Mountain & Southern Railway Company, for the purpose of paying for said purchase of stock and obligations.

**St. Louis & Pacific.**—A despatch to the Chicago Times from Omaha, Sept. 29, says: "A special train arrived in Omaha this morning with Solon Humphreys and other officers of the Wabash line. They came here from Keokuk, where they met representatives of the Missouri Iowa & Nebraska road, a recent accession to the Wabash, and arranged for the extension of that road to a connection with the Omaha Extension of the Wabash, the connection to be made near Shenandoah, Ia., within a few months. This will give the Wabash an air line between Omaha and Chicago. The principal object of the visit to Omaha is to

arrange for running trains of the Wabash St. Louis & Pacific across the Union Pacific bridge into Omaha, and to select grounds for depot buildings."

**St. Louis & Southeastern.**—A despatch of Sept. 28 to the Cincinnati Enquirer states that the decree of sale in the cases against the St. Louis & Southeastern Railroad, extending from St. Louis to Nashville, by way of Evansville, consolidated, with Philo C. Calhoun, surviving trustee, as complainant, has been entered in the United States Court. The decree finds that there is due on the bonds of October, 1860, March, 1871, and August, 1872, the sum of \$1,982,637, of which \$1,627,637 is interest. The holders of the bonds of October, 1872, have received thereon \$50,000 from the sale of property in Kentucky and \$428,899 from the sale of property in Tennessee. In addition to this, there is still due the sum of \$7,461,866, including interest to the amount of \$3,048,796, making a total indebtedness up to August 1, 1880, of \$12,444,504. The company has until October 21 to make good this amount of defaulted bonds and interest. In case it fails, W. P. Fishback of Indiana, and John A. Jones of Illinois, are authorized to sell the property at Springfield, Ill., after advertising the same for six weeks.

**Sacramento & Placerville.**—On the 14th of March, 1864, the Sacramento & Placerville Railroad Company executed a mortgage to D. N. Barry and Louis McLane, to secure the payment of bonds to the amount of \$750,000, bearing interest at the rate of 10 per cent per annum. In this mortgage a power was conferred on the mortgagees, in cases of default, to take possession of the mortgaged property. On the 25th of October, 1877, Louis McLane commenced an action in the Fifteenth District Court for the appointment of a Receiver of the property embraced in the mortgage. On the 19th of that month he was appointed Receiver by Judge Dwinelle, with full power to hold and exercise the authority conferred by the mortgage until further orders of the Court, unless the company, within 50 days after service of a copy of the order, paid the amount due on the bonds and coupons secured by the mortgage. The company took an appeal from this order to the Supreme Court, in the nature of a review, under Title 1, Chapter 1 of the Code of Civil Procedure. The question presented related to the power of the Court to make such an appointment. Chief Justice Morrison has written an opinion in the case, in which he holds that it was within the power and jurisdiction of the Court below to make the order complained of, and the writ was accordingly discharged.—*San Francisco Bulletin.*

**South Carolina Railroad.**—A conference was held in New York recently between the Purchasing Committee of the bondholders and representatives of the holders of a majority of the secured floating debt in New York and Charleston. The result of the conference was that the representatives of the floating-debt creditors determined to advise their principals to accept the terms of settlement proposed by the Purchasing Committee, which are: To pay the principal and interest of the debt secured by the second-mortgage bonds, one-third in cash, one-third in notes running six, twelve and eighteen months, secured by bonds, and the remaining one-third in second mortgage bonds of the new company at 90 cents. The floating debt secured by first mortgage bonds to be paid in full in cash.—*Railroad Gazette.*

**Southern Pacific (Cal.)**—The American Exchange publishes from a special correspondent the following from Tucson, Arizona, Sept. 17, 1880:

"The Pacific Improvement Company has just turned over to the Southern Pacific Railroad 79 miles more of completed track. The terminus of the railroad is now at San Simon Valley, 125 miles east of here. The first station is called Pantana, 23 m.; the second Benson, 18 m.; the third Wilcox, 40 m.; the last San Simon, 39 m.; total from Tucson, 125 m."

**Texas & Pacific.**—Notice is given to the holders of Texas & Pacific Railway Company Stock Trust Certificates, issued by Matthew Baird, John McManus, Frank S. Bond, W. T. Walters and Alfred Gaither, Trustees, that on and after October 1, 1880, the trustees will be prepared to receive at the office of the Texas & Pacific Railway Company, in Philadelphia, all outstanding certificates issued by them, and in exchange therefor will make proper transfers on the books of the company of a like number of shares of the capital stock of that company, for which regular certificates will be issued.

**Western Union Telegraph—American Union.**—The hearing in the suit of the Western Union Telegraph Company, against the Kansas Pacific Railway Company and the American Union Telegraph Company, before Supreme Court Justice Miller and Judge McCrary, which began in St. Louis Sept. 21, was terminated on the 25th. The hearing was upon the motion of the defendants to dissolve the injunction secured by the Western Union Telegraph Company in February last, in Kansas, and under which the Telegraph Company recovered back the possession of its lines seized by the Gould combination, which had the control of the Kansas Pacific road, and which sought to put the lines under the control of the railroad and the American Union Telegraph Company. It had been alleged by the railway company that its contract with the Western Union Company, under which the latter held and operated the lines, was void and inoperative. To meet this and other objections, the Western Union amended its original bill with many allegations, and that among others that, aside from the contract it derived by the title to the lines through the United States Telegraph Company, which last company was permitted, by special act of Congress, to build lines on the Kansas Pacific, and had, prior to its consolidation with the Western Union, constructed lines thereon.

# The Commercial Times.

## COMMERCIAL EPITOME.

FRIDAY NIGHT, Oct. 1, 1880.

There is but little that is really new to be noted with regard to the condition of trade. There is better weather at the South for the development of the great staple of that section; and in the Middle States the prolonged drought has been broken by copious rains, which came just in the nick of time to avert serious inconvenience and much damage. The political excitement increases, and proves some obstruction to trade. But this will soon be over, and will have but temporary influence, for the business of the country is on a thoroughly sound basis.

In pork a sharp speculative advance has been established. The Chicago markets for some time have held prices much above the New York markets; a "short" interest of some magnitude having been developed, the operators here were instructed to advance the market to correspond with the West and thus establish a uniform basis for the settling of contracts. Lard and other provisions have been irregular and at times drooping. To-day mess pork on the spot was quoted at \$17@ \$18; seller October at \$18 25; and buyer's option, October, sold up from \$18 25 to \$20 25, closing at the latter price. Lard closed weak, with sales of prime Western on the spot 8 37½@ 8 35c.; choice do., 8 40c.; refined to the continent, 8 67½c.; October contracts sold at the close at 8 25c.; November, 8 25c.; seller year, 8 20c.; buyer do., 8 40c.; January, 8 22½c.; and seller six months, 8 17½@ 8 15c. Bacon declined to 8 70c. for long clear here; December contracts in Chicago are quoted at 6 60@ 6 65c. Cut meats, beef and beef hams, dull. Tallow is steady at 6½c. Butter and cheese closed weak and dull. The following is a comparative summary of aggregate exports from November 1 to September 25:

	1879-80.	1878-79.	Increase.	Decrease.
Pork.....lbs.	63,876,400	67,465,800		3,589,400
Bacon.....lbs.	731,659,616	707,290,913	24,368,703	
Lard.....lbs.	351,497,580	307,484,286	44,013,294	
Total...lbs.	1,147,033,596	1,082,240,999	68,381,997	3,589,400

Rio coffee has fallen to 14½c. for fair cargoes during the past week, the depressing influences being slowness of trade and rather liberal arrivals. Mild grades have sold moderately at easy prices. Rice has been fairly active and steady. Molasses has been dull for both refining and grocery stock, and prices have shown little change. Raw sugar has sold fairly at prices showing no wide variations from those last quoted. At the close fair to good refining is quoted at 7½@ 7½c. The following shows the statistical position of raw:

	Hhds.	Boxes.	Bags.	Melado
Stock Sept. 1, 1880.....	110,142	9,364	825,725	7,131
Receipts since Sept. 1, 1880.....	28,018	10,006	225,304	53
Sales since Sept. 1, 1880.....	46,646	2,606	249,551	1,884
Stock Sept. 29, 1880.....	91,514	16,464	801,175	7,184
Stock Oct. 1, 1879.....	64,622	22,860	522,648	2,925

Refined sugar has not met with a very good demand, and the reduction in the production alluded to last week has not prevented a decline in soft white and yellow, though hard sugars have generally remained firm, crushed being quoted at 10½c., and powdered at 10¼@ 10½c., though granulated has fallen to 9½c.

The speculative activity in Kentucky tobacco heretofore noted has been wanting this week, and yet a good business has been done in the regular way at firm prices. The sales are 1,300 hhds., of which 1,000 for export and 300 for home consumption. Lugs are quoted at 4¼@ 5½c. and leaf at 6@ 15c. The movement in seed leaf has been fair, aggregating 1,634 cases, as follows: 650 cases 1879 crop, Pennsylvania, 7½@ 21c.; 650 cases 1879 crop, New England, seconds, 12c., and wrappers, 16@ 40c.; 80 cases 1878 crop, Pennsylvania, private terms; 128 cases 1879 crop, Ohio, 7½c.; 76 cases 1879 crop, State, private terms; 50 cases sundries, 9@ 20c. Also 1,000 bales Havana, 82c.@ \$1 22½.

Naval stores have shown marked firmness until the close, when a weakness in Wilmington depressed spirits turpentine to 40c.; strained to good strained resins, \$1 50@ \$1 57½. Petroleum has been in active export request in the face of advancing European markets; refiners have realized 11½c. for all contracts of refined in bbls. Crude certificates closed easy and slightly lower at 98½c. Wool is held more firmly and a moderate trade is reported. In metals nothing of note has occurred; prices are uniformly firm and the movement slow. Ingot copper steady at 18½@ 19c. for Lake.

Ocean freights have shown considerable activity, especially for grain berth and charter room. Rates during the past few days have improved, and the close shows much steadiness. The engagements to-day were: Grain to Liverpool, by steam, 5½d., standard; cotton, 9-32d. a 5-16d.; bacon, 25s.; cheese, 40s.; grain to Tyne Dock, by steam, 7¼d.; do. to London, by steam, quoted 7¼d. a 8d.; do. to Glasgow, by steam, quoted 5¼d. a 5½d. Charters—Grain to Cork for orders, 5s. 6d. on the spot and 5s. 4d. to arrive; do. to Antwerp, 5s. 6d.; do. to Havre or Hamburg, 5s. 6d.; do. to Marseilles or Cette, 5s. 8d.; do. to east coast of Ireland, 4s. 6d. Naphtha to London, Liverpool or Bristol, 4s.

## COTTON.

FRIDAY, P. M., October 1, 1880.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (Oct. 1), the total receipts have reached 172,221 bales, against 136,413 bales last week, 102,695 bales the previous week and 61,117 bales three weeks since; making the total receipts since the 1st of September, 1880, 493,664 bales, against 410,939 bales for the same period of 1879, showing an increase since September 1, 1880, of 82,725 bales. The details of the receipts for each day of this week (as per telegraph) are as follows:

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
New Orleans.....	2,772	8,866	4,177	2,510	4,240	3,932	26,497
Mobile.....	1,367	1,641	2,293	472	657	1,396	7,831
Charleston.....	4,849	6,923	6,330	4,161	6,838	5,414	33,615
Port Royal, &c.....	.....	.....	.....	.....	.....	612	612
Savannah.....	5,987	7,764	6,478	8,143	4,704	6,423	39,399
Brunswick, &c.....	.....	.....	.....	.....	.....	782	782
Galveston.....	2,153	4,032	1,471	2,488	3,665	3,733	17,542
Indianola, &c.....	.....	.....	.....	.....	.....	698	698
Tennessee, &c.....	825	730	329	945	1,868	1,271	5,968
Florida.....	.....	.....	.....	.....	.....	271	271
Wilmington.....	938	1,261	841	928	831	483	5,282
Morehead City, &c.....	.....	.....	.....	.....	.....	401	401
Norfolk.....	2,997	7,333	3,571	4,674	5,078	3,653	27,206
City Point, &c.....	.....	.....	.....	.....	.....	6,117	6,117
Totals this week.....	21,798	37,550	25,495	24,321	27,881	35,186	172,221

For comparison, we continue our usual table showing this week's total receipts and the totals for the corresponding weeks of the four previous years:

Receipts this w'k at—	1880.	1879.	1878.	1877.	1876.
New Orleans.....	26,497	30,580	12,414	9,619	29,501
Mobile.....	7,831	14,692	5,394	6,826	10,117
Charleston.....	33,615	20,603	29,368	12,198	18,992
Port Royal, &c.....	612	2,122	401	426	1,192
Savannah.....	39,399	35,486	38,853	17,507	17,562
Galveston.....	17,542	17,540	19,750	12,811	15,772
Indianola, &c.....	698	400	423	233	386
Tennessee, &c.....	6,750	11,956	3,290	1,547	1,330
Florida.....	271	391	389	101	364
North Carolina.....	5,683	4,108	5,461	2,439	5,314
Norfolk.....	27,206	18,819	10,741	5,457	20,689
City Point, &c.....	6,117	5,606	4,506	816	971
Total this week.....	172,221	162,303	130,990	70,040	122,199
Total since Sept. 1.....	493,664	410,939	377,448	153,111	344,131

The exports for the week ending this evening reach a total of 85,057 bales, of which 51,659 were to Great Britain, 12,443 to France and 15,955 to rest of the Continent, while the stocks as made up this evening are now 311,855 bales. Below are the exports for the week and stocks to-night, and a comparison with the corresponding period of last season.

Week ending Oct. 1.	EXPORTED TO—			Total this Week.	Same Week 1879.	STOCK.	
	Great Britain.	France.	Continent.			1880.	1879.
N. Orleans.....	12,935	9,539	1,651	24,125	2,928	49,357	60,129
Mobile.....	.....	.....	.....	.....	.....	10,475	9,884
Charl't'n.....	11,589	.....	4,600	16,189	3,814	60,272	32,628
Savannah.....	14,152	.....	6,969	21,121	3,858	71,576	54,000
Galv't'n.....	.....	.....	.....	.....	5,516	35,280	41,832
N. York.....	6,299	1,460	1,635	9,394	25,740	46,805	71,394
Norfolk.....	9,320	.....	.....	9,320	.....	21,350	15,964
Other*.....	2,364	1,444	1,100	4,968	7,107	16,750	10,000
Tot. this week.....	56,659	12,443	15,955	85,057	50,963	311,865	298,831
Tot. since Sept. 1.....	181,622	36,887	21,814	240,323	98,028	.....	.....

\* The exports this week under the head of "other ports" include, from Baltimore, 1,100 bales to Continent; from Boston, 1,287 bales to Liverpool; from Philadelphia, 901 bales to Liverpool; from Wilmington, 1,444 bales to France; from San Francisco, 176 bales to Liverpool.

From the foregoing statement it will be seen that, compared with the corresponding week of last season, there is an increase in the exports this week of 34,095 bales, while the stocks to-night are 13,034 bales more than they were at this time a year ago.

In addition to above exports, our telegrams to-night also give us the following amounts of cotton on shipboard, not cleared, at the ports named. We add also similar figures for New York, which are prepared for our special use by Messrs. Carey, Yale & Lambert, 60 Beaver street:

OCT. 1, AT—	On Shipboard, not cleared—for				Leaving Stock.	
	Great Britain.	France.	Other Foreign	Coast- wise.		
New Orleans.....	9,692	1,870	None.	88	11,650	37,707
Mobile.....	3,800	None.	None.	None.	3,800	6,676
Charleston.....	4,900	4,400	7,759	150	17,209	43,063
Savannah.....	22,000	1,000	4,800	4,000	31,800	39,776
Galveston.....	11,626	None.	5,050	2,171	18,847	16,433
New York.....	4,000	None.	2,300	None.	6,300	39,505
Other ports.....	7,000	....	500	3,000	10,500	27,600
Total.....	63,018	7,270	20,409	9,409	101,106	210,759

\* Included in this amount are 1,000 bales at presses for foreign ports, the destination of which we cannot learn.



The following is our usual table showing the movement of cotton at all the ports from Sept. 1 to Sept. 24, the latest mail date:

PORTS.	RECEIPTS SINCE SEPT. 1.		EXPORTED SINCE SEPT. 1 TO—				Stock.
	1880.	1879.	Great Britain.	France.	Other Foreign.	Total.	
N. Orleans	36,675	36,610	20,307	17,077	796	38,180	42,579
Mobile	13,677	14,981					7,163
Char'a	63,782	37,053	9,832			9,832	46,401
Sav'h	89,713	68,800	14,982		20	15,002	62,158
Galv.	53,233	53,102	7,648	3,570		11,218	27,737
N. York	90	2,138	45,449	3,797	5,043	54,289	43,190
Florida	291	1,340					
N. Car.	10,229	8,017					5,047
Nor'k	46,145	24,506	6,025			6,025	15,014
Other	7,608	4,087	20,720			20,720	6,000
This yr.	321,443		124,963	24,444	5,859	155,266	255,289
Last year		248,636	44,884	1,974	207	47,065	197,227

\* Under the head of *Charleston* is included Port Royal, &c. under the head of *Galveston* is included Indianola, &c. under the head of *Norfolk* is included City Point, &c.

There was some activity and excitement to the speculation in cotton for future delivery early in the week, owing to the excessive sales which had been made for September delivery. Notwithstanding the free receipts at the ports, supplies at this market had been moderate, and stocks here were kept down by free shipments. Consequently, as the last days of September approached, the market, in speculative parlance, "cornered itself," and a sharp advance took place in September deliveries. The general market also improved on the weather reports indicating a renewal of rains in the Mississippi Valley. The highest figures were reached on Monday, however; and in the course of Tuesday and Wednesday there were important declines for all deliveries. A feature of Wednesday's business was an improvement in October as compared with other months, and it was intimated that speculative manipulation may cause a "corner" in deliveries for this month. Yesterday a firmer opening was followed by a general decline, under weak foreign advices, continued good weather at the South and renewed weakness in Southern markets. To-day a firmer opening was followed by a decline, which carried prices to the lowest figures of the week. Cotton on the spot was advanced  $\frac{1}{4}$  c. on Monday and reduced  $\frac{1}{4}$  c. on Wednesday, following the fluctuations of September deliveries. Yesterday prices were 1-16c. lower, and to-day there was a further decline of 3-16c. middling uplands closing at 11 $\frac{1}{4}$  c.

The total sales for forward delivery for the week are 583,400 bales, including — free on board. For immediate delivery the total sales foot up this week 4,530 bales, including 1,599 for export, 2,859 for consumption, 72 for speculation, and — in transit. Of the above, 1,370 bales were to arrive. The following are the official quotations and sales for each day of the past week:

Sept. 25 to Oct. 1.	UPLANDS.			NEW ORLEANS.			TEXAS.		
	Sat.	Mon.	Tues.	Sat.	Mon.	Tues.	Sat.	Mon.	Tues.
Ordin'y. #8	9	9 $\frac{1}{2}$	9 $\frac{1}{2}$	9	9 $\frac{1}{2}$	9 $\frac{1}{2}$	9	9 $\frac{1}{2}$	9 $\frac{1}{2}$
Strict Ord.	9 $\frac{1}{2}$	9 $\frac{3}{4}$	9 $\frac{3}{4}$	9 $\frac{1}{2}$	9 $\frac{3}{4}$	9 $\frac{3}{4}$	9 $\frac{1}{2}$	9 $\frac{3}{4}$	9 $\frac{3}{4}$
Good Ord.	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$
Str. G'd Ord.	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$
Low Midd'g	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$
Str. L/w Midd	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$
Middling	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$
Good Mid.	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$
Str. G'd Mid	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$
Midd'g Fair	12 $\frac{1}{2}$	13	13	13	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13	13 $\frac{1}{2}$	13 $\frac{1}{2}$
Fair	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$

Sept. 25 to Oct. 1.	UPLANDS.			NEW ORLEANS.			TEXAS.		
	Wed.	Th.	Fri.	Wed.	Th.	Fri.	Wed.	Th.	Fri.
Ordin'y. #8	9	9 $\frac{1}{2}$	9 $\frac{1}{2}$	9	9 $\frac{1}{2}$	9 $\frac{1}{2}$	9	9 $\frac{1}{2}$	9 $\frac{1}{2}$
Strict Ord.	9 $\frac{1}{2}$	9 $\frac{3}{4}$	9 $\frac{3}{4}$	9 $\frac{1}{2}$	9 $\frac{3}{4}$	9 $\frac{3}{4}$	9 $\frac{1}{2}$	9 $\frac{3}{4}$	9 $\frac{3}{4}$
Good Ord.	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$
Str. G'd Ord.	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$
Low Midd'g	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$
Str. L/w Midd	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$
Middling	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$
Good Mid.	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$
Str. G'd Mid	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$
Midd'g Fair	12 $\frac{1}{2}$	13	13	13	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13	13 $\frac{1}{2}$	13 $\frac{1}{2}$
Fair	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$

STAINED.	Sat.			Mon.			Tues.			Wed.			Th.			Fri.		
	Sat.	Mon.	Tues.	Sat.	Mon.	Tues.	Sat.	Mon.	Tues.	Sat.	Mon.	Tues.	Sat.	Mon.	Tues.	Sat.	Mon.	Tues.
Good Ordinary	81 $\frac{1}{2}$	81 $\frac{1}{2}$	81 $\frac{1}{2}$	81 $\frac{1}{2}$	81 $\frac{1}{2}$	81 $\frac{1}{2}$	81 $\frac{1}{2}$	81 $\frac{1}{2}$	81 $\frac{1}{2}$	81 $\frac{1}{2}$	81 $\frac{1}{2}$	81 $\frac{1}{2}$	81 $\frac{1}{2}$	81 $\frac{1}{2}$	81 $\frac{1}{2}$	81 $\frac{1}{2}$	81 $\frac{1}{2}$	81 $\frac{1}{2}$
Strict Good Ordinary	91 $\frac{1}{2}$	91 $\frac{1}{2}$	91 $\frac{1}{2}$	91 $\frac{1}{2}$	91 $\frac{1}{2}$	91 $\frac{1}{2}$	91 $\frac{1}{2}$	91 $\frac{1}{2}$	91 $\frac{1}{2}$	91 $\frac{1}{2}$	91 $\frac{1}{2}$	91 $\frac{1}{2}$	91 $\frac{1}{2}$	91 $\frac{1}{2}$	91 $\frac{1}{2}$	91 $\frac{1}{2}$	91 $\frac{1}{2}$	91 $\frac{1}{2}$
Low Middling	101 $\frac{1}{2}$	101 $\frac{1}{2}$	101 $\frac{1}{2}$	101 $\frac{1}{2}$	101 $\frac{1}{2}$	101 $\frac{1}{2}$	101 $\frac{1}{2}$	101 $\frac{1}{2}$	101 $\frac{1}{2}$	101 $\frac{1}{2}$	101 $\frac{1}{2}$	101 $\frac{1}{2}$	101 $\frac{1}{2}$	101 $\frac{1}{2}$	101 $\frac{1}{2}$	101 $\frac{1}{2}$	101 $\frac{1}{2}$	101 $\frac{1}{2}$
Middling	111 $\frac{1}{2}$	111 $\frac{1}{2}$	111 $\frac{1}{2}$	111 $\frac{1}{2}$	111 $\frac{1}{2}$	111 $\frac{1}{2}$	111 $\frac{1}{2}$	111 $\frac{1}{2}$	111 $\frac{1}{2}$	111 $\frac{1}{2}$	111 $\frac{1}{2}$	111 $\frac{1}{2}$	111 $\frac{1}{2}$	111 $\frac{1}{2}$	111 $\frac{1}{2}$	111 $\frac{1}{2}$	111 $\frac{1}{2}$	111 $\frac{1}{2}$

## MARKET AND SALES.

SPOT MARKET CLOSED.	SALES OF SPOT AND TRANSIT.					FUTURES.	
	Ex- port.	Con- sump.	Spec- u'll'n	Trans- sit.	Total.	Sales.	Deliv- eries.
Sat. Firm	414	714			1,128	62,600	1,200
Mon. Firm at 3 $\frac{1}{2}$ adv.	85	329			414	108,400	1,800
Tues. Dull and easier	100	347			447	115,600	1,700
Wed. Quiet at 1 $\frac{1}{2}$ dec	100	553	72		725	92,800	3,200
Thurs. Quiet at 1 $\frac{1}{2}$ dec.		336			336	93,100	4,000
Fri. Weak at 1 $\frac{1}{2}$ dec.	900	580			1,480	105,900	4,300
Total	1,599	2,859	72		4,530	583,400	16,200

The daily deliveries given above are actually delivered the day previous to that on which they are reported.

THE SALES AND PRICES OF FUTURES are shown by the following comprehensive table. In this statement will be found the daily market, the prices of sales for each month each day, and the closing bids, in addition to the daily and total sales:

Market, Prices and Sales of FUTURES.	Tone of the—		DAILY PRICES AND SALES OF FUTURES FOR EACH MONTH.												Total Sales and Range.
	Market.	Closing.	September.	October.	November.	December.	January.	February.	March.	April.	May.				
Saturday, Sept. 25— Sales, total. Prices paid (range). Closing, bid and asked.	Firmer.	Steady.	11-70 @ 11-84 11-83-11-84	19,600 11-15 @ 11-27 11-25-11-26	10,000 10-97 @ 11-04 11-03--	11,400 10-99 @ 11-05 11-04--	9,400 11-09 @ 11-16 11-13--	3,100 11-23 @ 11-30 11-29-11-31	3,700 11-39 @ 11-45 11-40-11-41	900 11-54 @ 11-60 11-60-11-62	— @ — 11-03-11-14	62,600 11-03-11-24			
Monday, Sept. 27— Sales, total. Prices paid (range). Closing, bid and asked.	Higher.	Dull.	10,200 11-88 @ 12-08 12-01-12-03	25,600 11-25 @ 11-33 11-25-11-26	17,700 11-06 @ 11-12 11-07-11-07	16,700 11-05 @ 11-11 11-06-11-07	25,600 11-15 @ 11-23 11-18--	4,200 11-31 @ 11-37 11-33-11-34	6,800 11-48 @ 11-55 11-50-11-53	1,000 11-74 @ 11-80 11-74-11-80	400 11-80 @ 11-83 11-06-12-03	* 108,400 11-03-12-03			
Tuesday, Sept. 28— Sales, total. Prices paid (range). Closing, bid and asked.	Easier.	Dull.	8,100 11-85 @ 12-00 11-85-11-86	34,000 11-13 @ 11-25 11-14-11-15	16,200 10-94 @ 11-08 10-93-10-96	17,000 10-93 @ 11-07 11-07--	29,200 11-05 @ 11-18 11-07--	4,000 11-20 @ 11-33 11-22-11-23	4,700 11-36 @ 11-40 11-37-11-38	1,300 11-51 @ 11-63 11-52-11-54	1,000 — @ 11-77 10-95-11-96	112,600 10-95-12-00 10-95-11-96			
Wednesday, Sept. 29— Sales, total. Prices paid (range). Closing, bid and asked.	Irregular.	Steady.	8,400 11-66 @ 11-80 11-73-11-75	23,200 11-10 @ 11-18 11-13--	11,300 10-90 @ 10-94 10-93-10-94	21,100 10-89 @ 10-94 10-93--	17,600 11-00 @ 11-05 11-03--	6,200 11-14 @ 11-20 11-19-11-20	3,100 11-30 @ 11-35 11-35-11-36	1,600 11-47 @ 11-50 11-50-11-51	200 11-64 @ 11-72 10-83-11-75	192,800 10-84 @ 11-63 10-83-11-75			
Thursday, Sept. 30— Sales, total. Prices paid (range). Closing, bid and asked.	Easier.	Steady.	— @ — 11-13 @ 11-14	31,700 10-87 @ 10-95 10-86-10-87	14,800 10-86 @ 10-93 10-83-10-86	16,300 10-86 @ 10-93 10-83--	22,600 10-87 @ 11-03 11-12-11-13	4,200 11-12 @ 11-18 11-13-11-13	4,000 11-28 @ 11-35 11-29-11-29	3,600 11-42 @ 11-48 11-44-11-44	900 11-58 @ 11-63 11-56-11-58	98,100 10-86 @ 11-63 10-85-11-58			
Friday, Oct. 1— Sales, total. Prices paid (range). Closing, bid and asked.	— @ — 11-02 @ 11-18	— @ — 11-06--	21,400 10-79 @ 10-91 10-80--	15,900 10-77 @ 10-90 10-79-10-90	23,600 10-83 @ 11-01 10-80-10-91	26,200 10-83 @ 11-01 10-90-10-91	9,900 11-04 @ 11-16 11-11-11-11	3,100 11-20 @ 11-32 11-21-11-22	3,300 11-32 @ 11-48 11-36-11-38	2,400 11-54 @ 11-61 11-50-11-54	1,059,900 10-77 @ 11-61 10-76-11-54				
Total sales this week.			31,200	135,500	85,900	106,100	130,600	31,600	25,400	11,700	4,900	583,400			
Sales since Sept. 1, 1890.			621,400	705,200	437,900	508,800	385,300	60,500	72,000	45,500	8,100	2,769,400			

\* Includes 200 for June, 1881, at 11-95.  
\* Includes 100 for June, 1881, at 11-84.  
\* Includes 100 for June, 1881, at 11-80.  
\* Includes 100 for June, 1881, at 11-70.

Transferable Orders—Saturday, 11-85; Monday, 12-05; Tuesday, 11-15; Wednesday, 11-26; Thursday, 11-15; Friday, 11-10.

The following exchanges have been made during the week:

300 Nov. for Dec. even. 41 pd. to exch. 600 Dec. for Mar.  
18 pd. to exch. 200 Dec. for Oct. 14 pd. to exch. 400 Jan. for Feb.  
11 pd. to exch. 100 Dec. for Jan. 30 pd. to exch. 100 Dec. for Oct.  
07 pd. to exch. 800 Jan. for Oct.

THE VISIBLE SUPPLY OF COTTON, as made up by cable and telegraph, is as follows. The Continental stocks are the figures of last Saturday, but the totals for Great Britain and the afloat for the Continent are this week's returns, and consequently brought down to Thursday evening; hence, to make the totals the complete figures for to-night (Oct. 1), we add the item of exports from the United States, including in it the exports of Friday only.

	1880.	1879.	1878.	1877.
Stock at Liverpool.....bales.	*488,000	233,000	351,000	535,000
Stock at London.....	52,900	60,581	25,750	26,250
Total Great Britain stock	520,900	293,581	376,750	561,250
Stock at Havre.....	72,300	102,650	139,500	178,500
Stock at Marseilles.....	8,540	1,964	1,750	8,500
Stock at Barcelona.....	43,900	11,900	15,000	54,500
Stock at Hamburg.....	4,200	4,200	4,250	1,750
Stock at Bremen.....	26,700	26,703	28,750	57,750
Stock at Amsterdam.....	18,100	26,170	42,250	30,500

Stock at Rotterdam.... bales.	1880.	1879.	1878.	1877.
Stock at Antwerp.....	2,530	1,938	4,500	11,000
Stock at other continental ports.	981	.....	4,500	6,750
	11,000	3,750	13,000	9,750
Total continental ports....	184,451	177,424	253,500	369,000
Total European stocks....	705,351	471,005	630,250	930,250
India cotton afloat for Europe.	90,000	123,641	140,000	130,000
Amer'n cotton afloat for Europe.	126,000	56,209	56,000	28,000
Egypt, Brazil, &c., afloat for Europe.	17,000	8,928	10,000	17,000
Stock in United States ports....	311,865	298,831	231,703	157,526
Stock in U. S. interior ports....	43,414	17,039	24,640	16,408
United States exports to-day..	43,000	12,000	12,000	1,000

Total visible supply.....1,340,630 987,653 1,104,593 1,280,184  
Of the above, the totals of American and other descriptions are as follows:

<i>American—</i>				
Liverpool stock.....	293,000*	86,000	194,000	270,000
Continental stocks.....	95,000	84,000	190,000	274,000
American afloat to Europe....	126,000	56,209	56,000	28,000
United States stock.....	311,865	298,831	231,703	157,526
United States interior stocks....	45,414	17,039	24,640	16,408
United States exports to-day..	40,000	12,000	12,000	1,000

Total American.....	916,279	554,079	708,343	746,934
<i>East Indian, Brazil, &amp;c.—</i>				
Liverpool stock.....	175,000	147,000	157,000	265,000
London stock.....	52,900	60,581	25,750	26,250
Continental stocks.....	89,451	93,424	63,500	95,000
India afloat for Europe.....	90,000	123,641	140,000	130,000
Egypt, Brazil, &c., afloat.....	17,000	8,928	10,000	17,000

Total East India, &c.....	424,351	433,574	396,250	533,250
Total American.....	916,279	554,079	708,343	746,934

Total visible supply.....	1,340,630	987,653	1,104,593	1,280,184
Price Mid. Up., Liverpool....	61 1/16d.	6 1/4d.	6 1/16d.	6 1/4d.

On account of the non-arrival of our cable dispatch, we are compelled to repeat most of our last week's figures in the above table.

\* The stock at Liverpool, according to the estimated running count, would be 541,000 bales; but actual count makes it 73,000 bales less. The actual American in stock is also found to be 70,000 bales less than the running estimate.

The above figures indicate an increase in the cotton in sight to-night of 332,977 bales as compared with the same date of 1879, an increase of 236,037 bales as compared with the corresponding date of 1878, and an increase of 60,446 bales as compared with 1877.

In the preceding visible supply table we have heretofore only included the interior stocks at the 7 original interior towns. As we did not have the record of the new interior towns for the four years, we could not make a comparison in any other way. That difficulty no longer exists, and we therefore make the following comparison, which includes the stocks at the 19 towns given weekly in our table of interior stocks instead of only the old 7 towns. We shall continue this double statement for a time but finally shall simply substitute the 19 towns for the 7 towns in the preceding table.

<i>American—</i>				
Liverpool stock..... bales	293,000	86,000	194,000	270,000
Continental stocks.....	95,000	84,000	190,000	274,000
American afloat to Europe....	126,000	56,209	56,000	28,000
United States stock.....	311,865	298,831	231,703	157,526
United States interior stocks....	78,735	52,207	47,208	29,720
United States exports to-day..	45,000	12,000	12,000	1,000

Total American.....	949,600	589,247	730,911	760,246
<i>East Indian, Brazil, &amp;c.—</i>				
Liverpool stock.....	175,000	147,000	157,000	265,000
London stock.....	52,900	60,581	25,750	26,250
Continental stocks.....	89,451	93,424	63,500	95,000
India afloat for Europe.....	90,000	123,641	140,000	130,000
Egypt, Brazil, &c., afloat.....	17,000	8,928	10,000	17,000

Total East India, &c.....	424,351	433,574	396,250	533,250
Total American.....	919,600	589,247	730,911	760,246

Total visible supply.....1,373,951 1,022,821 1,127,161 1,293,496  
These figures indicate an increase in the cotton in sight to-night of 351,130 bales as compared with the same date of 1879, an increase of 246,790 bales as compared with the corresponding date of 1878, and an increase of 80,455 bales as compared with 1877.

AT THE INTERIOR PORTS the movement—that is the receipts and shipments for the week, and stocks to-night, and for the corresponding week of 1879—is set out in detail in the following statement:

	Week ending Oct. 1, '80.			Week ending Oct. 3, '79.		
	Receipts.	Shipm'ts	Stock.	Receipts.	Shipm'ts	Stock.
Augusta, Ga.....	11,966	9,549	7,990	6,844	7,183	2,737
Columbus, Ga.....	5,880	3,525	7,155	2,471	2,304	2,152
Macon, Ga.....	3,400	3,124	4,009	2,808	2,379	2,109
Montgomery, Ala.....	6,524	5,745	6,535	7,336	6,819	2,993
Selma, Ala.....	3,750	3,370	3,800	7,268	9,164	3,732
Memphis, Tenn.....	9,121	4,945	14,959	776	14	1,162
Nashville, Tenn.....	241	107	966	1,908	701	2,148
Total, old ports.....	40,882	30,362	45,414	29,411	28,554	17,039
Dallas, Texas.....	1,486	1,053	793	1,573	1,083	1,418
Jefferson, Tex.....	116	50	435	400	663	137
Shreveport, La.....	1,346	1,210	1,650	2,763	1,400	3,349
Vicksburg, Miss.....	2,003	1,618	1,390	4,375	3,427	1,692
Columbus, Miss.....	481	247	570	994	640	710
Eufaula, Ala.....	1,897	1,794	1,211	2,091	2,508	1,060
Griffin, Ga.....	2,200	2,003	1,300	500	300	300
Atlanta, Ga.....	8,201	7,249	9,063	5,748	4,081	4,296
Rome, Ga.....	5,821	2,448	6,446	3,087	2,205	2,419
Charlotte, N. C.....	3,612	2,850	1,353	1,853	1,704	362
St. Louis, Mo.....	6,558	5,786	8,018	21,377	16,323	17,984
Cincinnati, O.....	2,509	2,681	1,092	1,473	1,326	1,441
Total, new ports.....	36,195	29,989	33,321	46,236	35,660	35,168
Total, all.....	77,077	60,351	78,735	75,647	64,214	52,207

\* This year's figures estimated. | Estimated.

The above totals show that the old interior stocks have increased during the week 10,530 bales, and are to-night 23,375 bales more than at the same period last year. The receipts at the same towns have been 11,471 bales more than the same week last year.

RECEIPTS FROM THE PLANTATIONS.—The following table is prepared for the purpose of indicating the actual movement each week from the plantations. Receipts at the outports are sometimes misleading, as they are made up more largely one year than another, at the expense of the interior stocks. We reach, therefore, a safer conclusion through a comparative statement like the following. In reply to frequent inquiries we will add that these figures, of course, do not include overland receipts or Southern consumption; they are simply a statement of the weekly movement from the plantations, of that part of the crop which finally reaches the market through the out-ports.

#### RECEIPTS FROM PLANTATIONS.

Week ending—	Receipts at the Ports.			Stock at Interior Ports			Rec'ts from Plant'ns.		
	1878.	1879.	1880.	1878.	1879.	1880.	1878.	1879.	1880.
July 16.....	3,742	2,809	10,091	15,494	15,528	66,198	1,243	.....	4,099
" 23.....	4,086	3,272	13,148	12,527	14,410	56,662	1,119	2,154	3,612
" 30.....	3,671	2,503	10,359	11,005	13,969	49,631	2,149	2,050	3,898
Aug. 6.....	3,096	3,945	8,982	8,346	13,049	41,507	410	3,028	858
" 13.....	4,657	3,462	8,691	6,288	11,477	35,473	2,519	1,890	2,657
" 20.....	5,699	4,843	8,396	5,999	7,463	29,864	5,460	829	2,767
" 27.....	15,784	4,875	21,123	6,993	7,501	27,762	16,378	4,713	19,021
Sept. 3.....	29,750	13,920	42,082	9,570	9,598	21,770	30,138	16,217	36,090
" 10.....	47,431	30,054	61,117	18,971	14,563	25,550	56,423	35,019	64,507
" 17.....	74,355	76,983	102,605	26,377	23,806	38,044	81,761	86,266	115,289
" 24.....	98,883	127,729	136,413	37,872	40,774	61,006	110,358	144,007	159,328
Oct. 1.....	130,990	162,313	172,221	47,208	52,207	78,735	140,326	173,736	189,947

The above statement shows—

1. That the total receipts from the plantations since Sept. 1 in 1880 were 547,456 bales; in 1879 were 455,845 bales; in 1878 were 419,004 bales.

2. That the receipts at the out ports the past week were 173,221 bales, and the actual movement from plantations 189,947 bales, the balance being added to stocks at the interior ports. Last year the receipts from the plantations for the same week were 173,736 bales, and for 1878 they were 140,326 bales.

WEATHER REPORTS BY TELEGRAPH.—In the Atlantic States, and portions of most of the other States, the weather has been fairly favorable the past week. But a very considerable and important section of the Southwest is still having an excess of rain, which interferes with picking and the ripening of the fruit.

*Galveston, Texas.*—We have had showers on three days the earlier part of the past week, the rainfall reaching sixty-eight hundredths of an inch; but the latter portion has been clear and pleasant. The thermometer has ranged from 66 to 87, averaging 76. Picking is beginning again, but the ground is still too wet to do much. Accounts from the interior are conflicting. Without doubt much damage has been done, but with continuous fair weather the crop still promises very well. The rainfall for September is ten inches and eighteen hundredths, which is enormous, and amounts to more than one-third as much as fell during the whole of last year.

*Indianola, Texas.*—It rained hard the earlier part of the past week on four days, with a rainfall of two inches and eighty-six hundredths; but has been clear and pleasant the latter portion. It is still too wet to pick, excepting on high lands, and there is great complaint of rot. There is not a leaf left on the cotton plant. Roads almost impassable. Average thermometer 76, highest 88 and lowest 63. The rainfall for September is eight and eight hundredths inches.

*Corpus Christi, Texas.*—It rained hard on two days the earlier part of the week, but the latter portion has been clear and pleasant. Much damage has been done, but if we can have fair weather, will still make as much as can be picked. The thermometer has ranged from 54 to 88, averaging 70. The rainfall for the week is two inches, and for the month of September seven inches and sixty-nine hundredths.

*Dallas, Texas.*—It rained tremendously three days the earlier part of the week, the rainfall reaching four inches and ten hundredths; but the latter portion has been clear and pleasant. Much damage has been done; streams are overflowed, and picking is still suspended on all bottom and flat lands. There is much complaint of rot. Average thermometer 70, highest 88 and lowest 54. During September the rainfall reached five and seventy hundredths inches.

*Brenham, Texas.*—It rained hard the first three days of the past week, the rainfall reaching two inches, but has been clear and pleasant the latter portion. Much damage has been done. Picking resumed in uplands, but not on bottoms. Roads very bad but drying fast. The thermometer has ranged from 58 to 87, averaging 72. The rainfall for the past month is five inches and seventy-five hundredths.

*Waco, Texas.*—Rain fell on three days, hard, the earlier part of the past week, to a depth of one inch and seventy-five hundredths. The latter portion has been clear and pleasant. Much damage has been done. Picking beginning again. Roads bad, but improving. Average thermometer 71, highest 87 and lowest 57.

*New Orleans, Louisiana.*—It rained on four days the earlier part of the past week, but the remaining portion has been clear and pleasant. The thermometer has averaged 74. The rainfall for the week is two inches and five hundredths, and for the month seven inches and forty-eight hundredths.

*Shreveport, Louisiana.*—The weather was cloudy and rainy the first three days of the past week, but has been cool, clear and



more favorable for picking during the past four days. The thermometer has ranged from 55 to 85, averaging 70, and the rainfall has reached three inches and twelve hundredths.

**Vicksburg, Mississippi.**—We had rain on three days the earlier part of the past week, but the latter portion has been clear and pleasant.

**Columbus, Mississippi.**—There has been rain at this point on three days, the rainfall reaching two and sixteen hundredths inches. We have had an unusually severe storm, destroying considerable cotton. Average thermometer 74, highest 86 and lowest 61. The rainfall for the month of September is nine inches and two hundredths. "The crop of this section will undoubtedly be very short."

**Little Rock, Arkansas.**—Friday, Saturday, Sunday and Monday last were cloudy, with rain on the three latter days, the rainfall reaching sixty hundredths of an inch. The remaining portion of the week has been clear and pleasant, the thermometer averaging 64 and ranging from 48 to 80. During the month of September the thermometer averaged 67, with an extreme range of from 48 to 88, and the rainfall reached five inches and nine hundredths, with rain on thirteen days.

**Nashville, Tennessee.**—It has rained during the past week on four days, the rainfall reaching two inches and fourteen hundredths. The thermometer has ranged from 43 to 78, averaging 64. We have had a frost, but not a killing frost.

**Memphis, Tennessee.**—It has rained during the week on four days, the rainfall reaching eighty-two hundredths of an inch. The thermometer has averaged 67, the highest being 83 and the lowest 49. The last three days of the week have been clear. September reports from this section will indicate twenty-five per cent depreciation from July.

**Mobile, Alabama.**—It was showery four days the earlier portion of the week, the latter part having been clear and pleasant. Crop accounts less favorable, as we are having too much rain. Average thermometer 71, highest 86 and lowest 57. The rainfall for the week is one inch and thirty-four hundredths, and for the month of September seven inches and four hundredths.

**Montgomery, Alabama.**—The first four days of the past week were rainy, the rainfall reaching eighty-one hundredths of an inch; but the latter portion has been clear and pleasant. The days have been warm but the nights have been cold, the thermometer averaging 71; the highest was 87 and the lowest 53. The rainfall for September is three inches and fifteen hundredths.

**Selma, Alabama.**—During the earlier portion of the past week rain fell on two days, but the latter part has been clear and pleasant. Picking is progressing finely.

**Madison, Florida.**—Telegram not received.

**Macon, Georgia.**—Rain has fallen during the past week on two days. The thermometer has averaged 67. The rainfall for September is one inch and seventy-six hundredths.

**Columbus, Georgia.**—It has rained slightly on two days the past week, the rainfall reaching eighty hundredths of an inch. The thermometer has averaged 71. During the month of September the rainfall reached two inches and ninety-nine hundredths.

**Savannah, Georgia.**—We have had light rains on two days, the rainfall reaching six hundredths of an inch; but the rest of the week has been pleasant. Average thermometer 73, highest 85 and lowest 57.

**Augusta, Georgia.**—There has been no rainfall at this point during the week, and the weather has been pleasant. Picking is progressing, and cotton is being sent to market freely. Average thermometer 73, highest 90 and lowest 59. The rainfall for the month of September is one inch and four hundredths.

**Charleston, South Carolina.**—We have had a light rain on one day during the past week. The thermometer has ranged from 61 to 84, averaging 74.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock September 30, 1889, and October 2, 1879.

	Sept. 30, '80.	Oct. 2, '79.
	Feet. Inch.	Feet. Inch.
New Orleans.....	Below high-water mark.. 12 8	13 2
Memphis.....	Above low-water mark... 5 5	3 2
Nashville.....	Above low-water mark... 1 1	0 6
Ebreport.....	Above low-water mark... 7 0	2 8
Vicksburg.....	Above low-water mark... Missing.	5 7

New Orleans reported below high-water mark of 1871 until Sept. 9, 1874, when the zero of gauge was changed to high-water mark of April 15 and 16, 1874, which is 6-10ths of a foot above 1871, or 16 feet above low-water mark at that point.

**FIRST EXPORT FROM NORFOLK.**—The Norfolk *Virginian* of Sept. 24 states that "the first cargo of cotton exported this season left Norfolk yesterday afternoon on the fine British steamer Farnley, Capt. Grant, for Liverpool. The Farnley carries out the largest cargo for her tonnage ever shipped from this country, and we invite attention to the following figures, which speak for themselves: Her cargo was 6,025 bales cotton, 152 tons manganese, 5,000 treenails and staves, and 144 cattle on deck. The Farnley was loaded at the mammoth presses of Messrs. Reynolds Bros., and by the aid of their improved patented steam band pullers. The cargo shows the extraordinary average of 4 61-100 bales to the ton. The cotton weighed 2,867,934 pounds, an average of 476 pounds to the bale. This clearance is just two weeks earlier than our first exports of last season."

**GUNNY BAGS, BAGGING, ETC.**—Bagging is in good demand, and the market shows no change in prices. There are a few orders for round parcels now in hand, but the general trade is for small lots. There have been sales of about 2,000 rolls since our last, at our quotations, and further lots are still to be had, though some holders ask a shade higher. The figures at the close are 10½¢@10½¢c. for 1¼ lbs., 11½¢@11½¢c. for 2 lbs. and 12¼¢@12¼¢c. for standard qualities. Butts are rather quiet at the close, and but little inquiry is noted; the sales for the month on spot and to arrive have been 25,000 bales, all qualities at 2½¢@3¢. The present stock is 59,000 bales, while advices report some 27,000 bales. The market is steady as to price, and holders ask 2½¢@3¢, the latter for a prime quality.

**COMPARATIVE PORT RECEIPTS AND DAILY CROP MOVEMENT.**—A comparison of the port movement by weeks is not accurate, as the weeks in different years do not end on the same day of the month. We have consequently added to our other standing tables a daily and monthly statement, that the reader may constantly have before him the data for seeing the exact relative movement for the years named. The movement each month since Sept. 1 has been as follows:

Monthly Receipts.	Year Beginning September 1.					
	1880.	1879.	1878.	1877.	1876.	1875.
Sept'mbr	458,478	333,643	288,845	95,272	236,868	169,077
Per centage of tot. port receipts Sept. 30..		06:67	06:49	02:19	05:87	04:03

This statement shows that up to Sept. 30 the receipts at the ports this year were 124,835 bales more than in 1879 and 169,630 bales more than at the same time in 1878. By adding to the above totals to Sept. 30 the daily receipts since that time, we shall be able to reach an exact comparison of the movement for the different years.

	1880.	1879.	1878.	1877.	1876.	1875.
Sept. 1....	5,037	3,490	8.	408	1,918	1,064
" 2....	5,669	1,845	5,708	8.	1,691	1,380
" 3....	10,512	1,391	4,051	1,246	8.	1,734
" 4....	6,474	2,264	4,799	616	4,630	1,407
" 5....	8.	4,927	4,224	1,008	2,996	8.
" 6....	14,754	2,104	7,116	754	3,414	3,761
" 7....	9,315	8.	4,108	1,701	3,111	3,228
" 8....	8,616	5,454	8.	1,655	3,982	3,116
" 9....	11,096	5,124	13,115	8.	4,708	3,621
" 10....	10,862	4,878	7,341	3,085	8.	3,928
" 11....	15,646	4,858	6,258	1,398	8,923	3,137
" 12....	8.	7,636	7,982	3,108	4,788	8.
" 13....	20,842	7,069	8,537	1,664	7,752	7,119
" 14....	15,117	8.	10,714	2,524	6,085	6,512
" 15....	13,999	15,628	8.	2,459	7,899	5,417
" 16....	16,191	12,215	15,127	8.	7,538	5,404
" 17....	20,900	12,995	10,425	5,063	8.	6,209
" 18....	18,470	14,071	10,032	4,109	13,925	5,327
" 19....	8.	14,955	11,125	3,555	10,417	8.
" 20....	30,306	17,082	16,933	2,735	10,364	8,845
" 21....	20,049	8.	11,302	6,340	9,876	6,821
" 22....	17,749	26,420	8.	4,049	12,112	8,173
" 23....	19,484	23,729	17,905	8.	13,538	8,149
" 24....	30,255	21,392	18,579	9,470	8.	10,015
" 25....	21,788	19,141	13,584	5,543	20,015	10,109
" 26....	8.	19,975	13,814	7,922	13,011	8.
" 27....	37,550	22,976	23,679	6,234	14,978	17,315
" 28....	25,495	8.	18,016	10,156	14,421	12,485
" 29....	21,321	31,231	8.	8,450	19,682	11,978
" 30....	27,881	30,800	24,374	8.	15,094	12,920
Tot. Sep 30	458,478	333,643	288,845	95,272	236,868	169,077
Oct. 1....	35,186	20,785	23,599	13,941	8.	14,531
Total.....	493,664	354,428	312,447	109,213	236,868	183,608
Percentage of total						
Port receipts Oct. 1....		07:05	07:02	02:51	05:87	04:38

This statement shows that the receipts since Sept. 1 up to to-night are now 130,236 bales more than they were to the same day of the month in 1879 and 181,217 bales more than they were to the same day of the month in 1878. We add to the last table the percentages of total port receipts which had been received to October 1 in each of the years named.

**INDIA COTTON MOVEMENT FROM ALL PORTS.**—The figures which are now collected for us, and forwarded by cable each Friday, of the shipments from Calcutta, Madras, Tuticorin, Carwar, &c., enable us, in connection with our previously-received report from Bombay, to furnish our readers with a full and complete India movement for each week. We first give the Bombay statement for the week and year, bringing the figures down to September 30.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

Year	Shipments this week.			Shipments since Jan. 1.			Receipts.	
	Great Brit'n.	Continent.	Total.	Great Britain.	Continent.	Total.	This Week.	Since Jan. 1.
1880	1,000	5,000	6,000	357,000	488,000	845,000	2,000	1,082,000
1879	.....	6,000	6,000	249,000	347,000	596,000	7,000	799,000
1878	1,000	4,000	5,000	310,000	396,000	706,000	5,000	863,000
1877	.....	3,000	3,000	376,000	411,000	787,000	2,000	993,000

According to the foregoing, Bombay appears to show a decrease compared with last year in the week's receipts of 5,000 bales, and no change in shipments; and the shipments since January 1 show an increase of 249,000 bales. The movement at Calcutta, Madras, Tuticorin, Carwar, &c., for the same week and years has been as follows.

**CALCUTTA, MADRAS, TUTICORIN, CARWAR, RANGOON AND KURRACHEE.**

Year.	Shipments this week.			Shipments since January 1.		
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.
1880.....	.....	.....	.....	200,000	80,000	280,000
1879.....	1,000	2,000	3,000	200,000	106,000	306,000
1878.....	8,000	1,000	9,000	122,000	59,000	181,000
1877.....	.....	.....	.....	79,000	51,000	130,000

The above totals for this week show that the movement from the ports other than Bombay is 3,000 bales less than same week of last year. For the whole of India, therefore, the total shipments this week and since January 1, 1880, and for the corresponding weeks and periods of the two previous years, are as follows.

**EXPORTS TO EUROPE FROM ALL INDIA.**

Shipments to all Europe from—	1880.		1879.		1878.	
	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
Bombay.....	6,000	845,000	6,000	596,000	5,000	706,000
All other ports.....	.....	280,000	3,000	306,000	9,000	181,000
Total.....	6,000	1,125,000	9,000	902,000	14,000	887,000

This last statement affords a very interesting comparison of the total movement for the week ending Sept. 30, and for the three years up to date, at all India ports.

**ALEXANDRIA RECEIPTS AND SHIPMENTS.**—Through arrangements we have made with Messrs. Davies, Benachi & Co., of Liverpool and Alexandria, we now receive a weekly cable of the movements of cotton at Alexandria, Egypt. The following are the receipts and shipments the past week and for the corresponding weeks of the previous two years.

Alexandria, Egypt, Sept. 30.		1880.		1879.		1878.	
Receipts (cantars*)—							
This week....		Not received.		55,000		20,000	
Since Sept. 1				85,000		38,000	

\* A cantar is 98 lbs.

**MANCHESTER MARKET.**

	1880.						1879.					
	32s Cop. Twist.			8 1/4 lbs. Shirtings.			32s Cop. Twist.			8 1/4 lbs. Shirtings.		
July 30	d.	d.	s.	d.	s.	d.	d.	d.	s.	d.	s.	d.
Aug. 6	9 3/4 @ 10 1/4	6	7 1/2 @ 7	9	6 1/2 @ 7 1/2	6	8 1/4 @ 9 1/4	6	1 1/2 @ 7 1/2	4 1/2	6 1/2	6 1/2
" 13	9 1/4 @ 10 1/4	6	7 1/2 @ 7	9	6 1/2 @ 7 1/2	6	8 1/4 @ 9 1/4	6	1 1/2 @ 7 1/2	4 1/2	6 1/2	6 1/2
" 20	9 1/4 @ 9 1/2	6	7 1/2 @ 7	9	6 1/2 @ 7 1/2	6	8 1/4 @ 9 1/4	6	1 1/2 @ 7 1/2	4 1/2	6 1/2	6 1/2
" 27	9 1/4 @ 10	6	9 @ 7	9	7 1/2 @ 7 1/2	6	8 1/4 @ 9 1/4	6	1 1/2 @ 7 1/2	4 1/2	6 1/2	6 1/2
Sept. 3	9 1/4 @ 9 1/2	6	9 @ 7	9	7 1/2 @ 7 1/2	6	8 1/4 @ 9 1/4	6	1 1/2 @ 7 1/2	4 1/2	6 1/2	6 1/2
" 10	9 1/4 @ 9 1/2	6	9 @ 7	9	7 1/2 @ 7 1/2	6	8 1/4 @ 9 1/4	6	1 1/2 @ 7 1/2	4 1/2	6 1/2	6 1/2
" 17	9 1/4 @ 9 1/2	6	9 @ 7	9	7 1/2 @ 7 1/2	6	8 1/4 @ 9 1/4	6	1 1/2 @ 7 1/2	4 1/2	6 1/2	6 1/2
" 24	9 1/4 @ 9 1/2	6	9 @ 7	9	7 1/2 @ 7 1/2	6	8 1/4 @ 9 1/4	6	1 1/2 @ 7 1/2	4 1/2	6 1/2	6 1/2
Oct. 1	Not received.						8 1/4 @ 9 1/4	6	1 1/2 @ 7 1/2	4 1/2	6 1/2	6 1/2

\* 8 1/4 @ 9 1/4.

THE EXPORTS OF COTTON from New York this week show a decrease, as compared with last week, the total reaching 9,394 bales, against 20,042 bales last week. Below we give our usual table showing the exports of cotton from New York, and their direction, for each of the last four weeks; also the total exports and direction since Sept. 1, 1880, and in the last column the total for the same period of the previous year.

**EXPORTS OF COTTON (BALES) FROM NEW YORK SINCE SEPT. 1, 1880.**

Exported to—	Week ending—				Total since Sept. 1.	Same period previous year.
	Sept. 8.	Sept. 15.	Sept. 22.	Sept. 29.		
Liverpool.....	12,071	14,779	15,701	6,299	51,748	50,273
Other British ports.....	.....	.....	.....	.....	.....	1,350
TOTAL TO GREAT BRITAIN	12,071	14,779	15,701	6,299	51,748	51,623
Havre.....	199	1,804	1,794	1,460	5,257	4,274
Other French ports.....	.....	.....	.....	.....	.....	.....
TOTAL FRENCH.....	199	1,804	1,794	1,460	5,257	4,274
Bremen and Hanover.....	675	682	1,534	1,235	4,126	620
Hamburg.....	406	540	915	400	2,261	.....
Other ports.....	119	74	98	.....	291	1,382
TOTAL TO NORTH EUROPE	1,200	1,296	2,547	1,635	6,678	2,002
Spain, Op'rto, Gibralt'r, &c	.....	.....	.....	.....	.....	.....
All other.....	.....	.....	.....	.....	.....	.....
TOTAL SPAIN, &c.....	.....	.....	.....	.....	.....	.....
GRAND TOTAL.....	13,470	17,879	20,042	9,394	63,683	57,899

THE FOLLOWING ARE THE RECEIPTS OF COTTON at New York, Boston, Philadelphia and Baltimore for the past week, and since September 1, 1880.

Receipts from—	New York.		Boston.		Philadelphia.		Baltimore.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
N. Orleans	2,393	6,953	.....	.....	.....	.....	.....	.....
Texas	5,057	15,151	.....	.....	.....	.....	.....	.....
Savannah	.....	18,903	.....	709	800	2,550	914	3,868
Mobile	.....	.....	.....	.....	.....	.....	.....	.....
Florida	40	106	.....	.....	.....	.....	.....	.....
S. Carolina	3,271	10,749	.....	.....	.....	.....	455	2,499
N. Carolina	1,276	4,475	.....	.....	.....	.....	440	690
Virginia	10,019	22,154	424	1,977	.....	.....	4,097	9,202
North p'ts	.....	263	1,565	3,220	.....	.....	.....	.....
Tenn. &c.	358	448	518	2,173	1,116	2,287	.....	.....
Foreign	59	502	.....	.....	.....	.....	.....	.....
This year	22,473	79,704	2,507	8,079	1,916	4,837	5,906	16,259
Last year	51,895	123,432	6,357	12,884	1,515	2,960	3,963	6,278

**SHIPPING NEWS.**—The exports of cotton from the United States the past week, as per latest mail returns, have reached 46,623 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the CHRONICLE last Friday. With regard to New York, we include the manifests of all vessels cleared up to Wednesday night of this week.

NEW YORK—To Liverpool, per steamers Biela, 111....City of Berlin, 689....Spain, 1,462....Scythia, 515....Aleppo, 1,300		Total bales.
City of Montreal, 1,940....Baltic, 282		6,299
To Havre, per steamer Americ, 1,460		1,460
To Bremen, per steamers Mosel, 500....Nurnburg, 735		1,235
To Hamburg, per steamer Allemanna, 400		400
NEW ORLEANS—To Liverpool, per steamer Buenaventura, 3,240		3,240
To Havre, per steamer Ville de Marseilles, 2,840....per ship L. B. Gilchrist, 3,833		6,673
To Rouen, per steamer Warmouth, 1,720		1,720
To Vera Cruz, per steamer City of Mexico, 796		796
TEXAS—To Liverpool, per steamers Cosmo, 4,212....Hallamshire, 3,436		7,648
To Havre, per steamer Nelson, 3,570		3,570
NORFOLK—To Liverpool, per steamer Farnley, 6,025		6,025
BALTIMORE—To Liverpool, per steamers Horrox, 1,886....Nova Scotian, 1,750....Enrique, 1,663		5,304
BOSTON—To Liverpool, per steamers Atlas, 99....Bavarian, 650		871
Massachusetts, 122		1,206
PHILADELPHIA—To Liverpool, per steamers Indiana, 194 and 111 Sea Island....Lord Gough, 901		1,206
SAN FRANCISCO—To Liverpool, per ship Paramita, 176		176

Total..... 46,623  
The particulars of these shipments, arranged in our usual form, are as follows:

	Liverpool.	Havre.	Rouen.	Bre-men.	Hamb-urg.	Vera Cruz.	Total.
New York.....	6,299	1,460	1,235	400	796	.....	9,394
New Orleans.....	3,240	6,673	1,720	.....	.....	.....	12,429
Texas.....	7,648	3,570	.....	.....	.....	.....	11,218
Norfolk.....	6,025	.....	.....	.....	.....	.....	6,025
Baltimore.....	5,304	.....	.....	.....	.....	.....	5,304
Boston.....	871	.....	.....	.....	.....	.....	871
Philadelphia.....	1,206	.....	.....	.....	.....	.....	1,206
San Francisco.....	176	.....	.....	.....	.....	.....	176
Total.....	30,769	11,703	1,720	1,235	400	796	46,623

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d.	1/4	1/4	1/4	1/4	1/4	1/4
Do sail.....	7/32	7/32	7/32	7/32	7/32	7/32
Havre, steam....	9 1/16 @ 5 3/8	9 1/16 @ 5 3/8	9 1/16 @ 5 3/8	9 1/16 @ 5 3/8	9 1/16 @ 5 3/8	9 1/16 @ 5 3/8
Do sail.....	1/2	1/2	1/2	1/2	1/2	1/2
Bremen, steam....	9 1/16	9 1/16	9 1/16	9 1/16	9 1/16	9 1/16
Do sail.....	1/2	1/2	1/2	1/2	1/2	1/2
Hamburg, steam d.	5/8	5/8	5/8	5/8	5/8	5/8
Do sail.....	1/2	1/2	1/2	1/2	1/2	1/2
Amst'd'm, steam c.	5/8 @ 11 1/16	5/8 @ 11 1/16	5/8 @ 11 1/16	5/8 @ 11 1/16	5/8 @ 11 1/16	5/8 @ 11 1/16
Do sail.....	1/2	1/2	1/2	1/2	1/2	1/2
Baltic, steam....	3/8	3/8	3/8	3/8	3/8	3/8
Do sail.....	.....	.....	.....	.....	.....	.....

LIVERPOOL.—By cable from Liverpool, we have the following statement of the week's sales, stocks, &c., at that port:

	Sept. 10.	Sept. 17.	Sept. 24.	Oct. 1.
Sales of the week.....bales.	48,000	57,000	48,000	56,000
Sales American.....	37,500	40,500	30,500	37,500
Of which exporters took.....	3,600	5,500	4,300	5,100
Of which speculators took.....	1,270	3,100	2,660	4,100
Actual export.....	4,200	6,900	5,200	3,600
Forwarded.....	4,800	3,800	2,900	1,210
Total stock—Estimated.....	597,000	558,000	534,000	541,000
Total stock—Actual.....	379,000	356,000	344,000	363,000
Of which American—Estimated.....	.....	.....	.....	293,000
Total import of the week.....	32,500	19,500	25,500	58,000
Of which American.....	17,000	17,500	19,000	55,000
Amount afloat.....	119,000	133,000	154,000	133,000
Of which American.....	53,000	78,000	100,000	85,000

The tone of the Liverpool market for spots and futures each day of the week ending Oct. 1, and the daily closing prices of spot cotton, have been as follows:

	Saturday	Monday.	Tuesday.	Wednes.	Thurs'd'y.	Friday.
Spot.						
Market, { 12:30 P.M. }	Quiet.	Steady.	Dull and easier.	Easier.	Tending down'd.	Tending down'd.
Mid. Up'ds	7 1/16	7 1/16	7	7 1/4	6 7/8	6 13/16
Mid. Or'ns.	7 1/4	7 1/4	7 1/4	7 1/4	7 1/8	7 1/8
Market, { 5 P.M. }						
Sales.....	7,000	10,000	6,000	8,000	8,000	8,000
Spec. & exp.	1,000	2,000	1,000	1,000	1,000	1,000
Futures.						
Market, { 5 P.M. }	Quiet.	Flat.	Steady.	Steady.	Weak.	Offerings free.



The actual sales of futures at Liverpool for the same week are given below. These sales are on the basis of Uplands, Low Middling clause, unless otherwise stated.

SATURDAY.			
Delivery.	d.	Delivery.	
Sept. ....	631 <sup>32</sup> @ 15 <sup>16</sup>	Nov.-Dec. ....	615 <sup>32</sup>
Sept.-Oct. ....	623 <sup>32</sup>	Dec.-Jan. ....	615 <sup>32</sup>
Oct.-Nov. ....	617 <sup>32</sup>	Feb.-Mar. ....	617 <sup>32</sup>
MONDAY.			
Delivery.	d.	Delivery.	
Sept. ....	631 <sup>32</sup>	Oct.-Nov. ....	617 <sup>32</sup>
Sept.-Oct. ....	623 <sup>32</sup>	Jan.-Feb. ....	615 <sup>32</sup>
Oct.-Nov. ....	617 <sup>32</sup>	Mar.-Apr. ....	619 <sup>32</sup>
Nov.-Dec. ....	615 <sup>32</sup> @ 15 <sup>16</sup>	Sept. ....	615 <sup>32</sup>
TUESDAY.			
Delivery.	d.	Delivery.	
Sept. ....	631 <sup>32</sup> @ 23 <sup>32</sup>	Oct.-Nov. ....	617 <sup>32</sup>
Sept.-Oct. ....	623 <sup>32</sup> @ 11 <sup>16</sup>	Nov.-Dec. ....	615 <sup>32</sup> @ 15 <sup>16</sup>
Oct.-Nov. ....	617 <sup>32</sup>	Dec.-Jan. ....	617 <sup>16</sup>
Jan.-Feb. ....	615 <sup>32</sup>	Sept.-Oct. ....	623 <sup>32</sup>
Feb.-Mar. ....	615 <sup>32</sup>	Oct.-Nov. ....	615 <sup>32</sup>
WEDNESDAY.			
Delivery.	d.	Delivery.	
Sept. ....	623 <sup>32</sup> @ 13 <sup>16</sup>	Nov.-Dec. ....	615 <sup>32</sup>
Sept.-Oct. ....	611 <sup>16</sup>	Dec.-Jan. ....	615 <sup>32</sup>
Nov.-Dec. ....	615 <sup>32</sup>	Sept.-Oct. ....	615 <sup>32</sup>
Dec.-Jan. ....	615 <sup>32</sup>	Mar.-Apr. ....	619 <sup>32</sup>
Feb.-Mar. ....	615 <sup>32</sup>	Oct.-Nov. ....	615 <sup>32</sup>
THURSDAY.			
Delivery.	d.	Delivery.	
Sept. ....	631 <sup>32</sup> @ 23 <sup>32</sup>	Nov.-Dec. ....	615 <sup>32</sup>
Sept.-Oct. ....	611 <sup>16</sup> @ 21 <sup>32</sup>	Jan.-Feb. ....	615 <sup>32</sup>
Oct.-Nov. ....	615 <sup>32</sup>	Feb.-Mar. ....	615 <sup>32</sup>
FRIDAY.			
Delivery.	d.	Delivery.	
Oct. ....	615 <sup>32</sup>	Oct.-Nov. ....	615 <sup>32</sup>
Oct.-Nov. ....	615 <sup>32</sup>	Nov.-Dec. ....	615 <sup>32</sup>
Nov.-Dec. ....	615 <sup>32</sup>	Dec.-Jan. ....	615 <sup>32</sup>
Dec.-Jan. ....	615 <sup>32</sup>	Jan.-Feb. ....	615 <sup>32</sup>

## BREADSTUFFS.

FRIDAY, P. M., Oct. 1, 1880.

There has been a good demand for flour throughout the week, and prices have slightly improved, especially for choice No. 2, common extras from spring wheat and favorite brands of the higher grades, with generally a firmer feeling, and prices showing an upward tendency. The demand has been largely for export, but the regular dealers have been free buyers. Rye flour and corn meal ruled firm. The season has opened for buckwheat flour, with sales to-day at \$2 75 @ \$2 85 per 100 lbs.

The wheat market has been very active for export, with a brisk speculation in futures, and there is some advance in prices on the week. The movement at the West continues to show a falling off from last year, and the upward turn of prices will encourage them to persevere in this course. Besides, foreign advances are better, and operators for the rise are much encouraged by the position. Yesterday new No. 2 Milwaukee spring sold at \$1 08 on the spot; No. 2 red winter closed at \$1 09½, cash and October, \$1 10½ for November and \$1 11½ for December, and No. 1 white, \$1 08½ a \$1 08¾ for October and \$1 09¼ for November. To-day there was no decided change, but some variability and irregularity, closing easier.

Indian corn has been active, with the usual slight variations in prices, the tendency, however being slightly upward. Supplies, though large, show no considerable excess over last year, and the demand is active and general. Last evening No. 2 mixed closed at 51½c. spot and October and 52¼ @ 52½c. for November, with 53½c. bid and 54¼c. asked for December. Of other grades No. 2 white sold on the spot at 53 @ 53½c., showing some advance. To-day the market was stronger on the spot but dull for futures.

Rye has been firmer and more active, the transactions embracing large lines of No. 2 at 93 @ 94c. for October delivery, with 95c. paid for November to a moderate extent. To-day prime Canada on the spot sold at 96c. Oats have declined on the spot, while futures have improved, thus bringing prices of the different deliveries closer together, and to-day No. 2 mixed closed at 42c. on the spot and 33¼c. for November.

The following are closing quotations:

Flour.		Grain.	
No. 2.....	\$ 2 75 @ 3 50	Wheat—	
Winter superfine.....	3 80 @ 4 00	No. 3 spring, \$ bu. \$1 00	@ 1 03
Spring superfine.....	3 60 @ 3 80	No. 2 spring.....	1 06 @ 1 08
Spring wheat extras.....	4 00 @ 4 35	Red winter.....	1 02 @ 1 14
do XX and XXX.....	4 50 @ 6 25	Red winter, No. 2	1 08½ @ 1 08¾
Winter shipper's extras.....	4 15 @ 4 40	White.....	1 03 @ 1 13
do XX and XXX.....	4 50 @ 6 50	Corn—West, mixed	51 @ 52
Patents.....	6 00 @ 8 25	West'n No. 2.....	50½ @ 52
Western 'rye mix'.....	4 63 @ 5 25	West, yellow.....	52 @ 56
City shipping extras.....	4 10 @ 5 50	West, white.....	52 @ 54
Southern, bakers' and		Rye.....	95 @ 96
family brands.....	5 40 @ 6 50	Oats—Mixed.....	39 @ 43
South'n shipper's extras.....	4 70 @ 5 20	White.....	40 @ 44
Rye flour, superfine.....	4 50 @ 5 00	Barley—Canada W.	85 @ 95
Corn meal.....		State, 4-rowed.....	84 @ 87
Western, &c.....	2 60 @ 3 00	State, 2-rowed.....	74 @ 76
Brandywine, &c.....	3 20 @ 3 25	Peas—Can'dab.&c.	81 @ 95
Buckw. fl., p. 100 lbs.	2 70 @ 2 90		

(From the "New York Produce Exchange Weekly.")

Receipts of flour and grain at Western lake and river ports for the week ending Sept. 25, 1880:

At—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Chicago.....	32,849	578,767	2,884,556	773,832	163,214	85,579
Milwaukee.....	29,308	195,222	32,370	53,950	228,950	50,250
Toledo.....	420	745,481	225,320	59,393	.....	1,566
Detroit.....	8,058	215,726	2,786	21,378	7,491	515
Cleveland.....	3,143	103,600	22,000	19,200	2,500	.....
St. Louis.....	40,404	420,911	113,320	158,531	170,121	18,845
Peoria.....	2,425	29,525	200,950	400,350	22,000	55,000
Duluth.....	2,100	224,000	42,000	.....	.....	.....

Total ..... 118,707 2,513,232 3,524,402 1,486,634 594,279 210,395  
Same time '79. 157,849 3,713,382 1,707,073 694,911 653,790 146,123

Total receipts at same ports from Jan. 1 to Sept. 25, inclusive, for four years:

Flour.....	1880.	1879.	1878.	1877.
bbls.	4,448,435	4,747,238	4,118,636	3,158,146
Wheat.....	53,061,840	66,615,407	60,079,937	29,006,719
Corn.....	118,275,065	73,763,930	76,284,962	63,387,624
Oats.....	26,398,677	23,432,760	24,094,021	17,618,690
Barley.....	4,289,052	4,574,357	5,510,215	4,687,475
Rye.....	2,473,138	3,408,445	3,781,137	4,159,603

Total grain.... 204,497,772 171,794,899 169,750,272 118,860,110

Total receipts (crop movement) at the same ports from Aug. 1 to Sept. 25, inclusive, for four years:

Flour.....	1880.	1879.	1878.	1877.
bbls.	1,079,123	1,002,349	921,977	924,304
Wheat.....	20,111,115	26,617,532	26,072,950	18,715,193
Corn.....	27,593,817	17,924,713	23,780,810	20,750,029
Oats.....	8,371,265	6,370,693	10,432,980	6,072,823
Barley.....	1,633,316	2,133,620	2,579,364	1,968,291
Rye.....	1,080,784	1,496,904	1,271,823	1,219,676

Total grain.... 58,840,297 54,543,462 64,587,932 49,596,012

Comparative shipments of flour and grain from the same ports from Jan. 1 to Sept. 25, inclusive, for four years:

Flour.....	1880.	1879.	1878.	1877.
bbls.	3,382,431	5,147,918	4,190,077	3,306,735
Wheat.....	50,926,337	57,821,345	50,120,393	24,480,273
Corn.....	100,990,744	66,854,158	63,284,029	55,803,787
Oats.....	21,293,646	17,020,001	16,743,972	13,311,398
Barley.....	2,232,163	2,741,367	2,569,464	2,937,061
Rye.....	2,009,695	3,189,058	2,851,487	1,904,723

Total grain.... 177,472,535 147,625,929 132,569,345 98,437,242

Rail shipments from Western lake and river ports for the weeks ended:

Flour.....	1880.	1879.	1878.	1877.
bbls.	Week Sept. 25. 91,703	Week Sept. 27. 113,893	Week Sept. 28. 92,577	Week Sept. 29. 128,142
Wheat.....	307,725	541,975	371,061	271,437
Corn.....	328,910	346,065	434,311	297,665
Oats.....	1,145,353	310,888	351,662	391,522
Barley.....	108,413	222,566	138,422	143,427
Rye.....	62,352	21,767	8,212	15,648

Total..... 1,952,753 1,443,261 1,306,663 1,119,699

Rail and lake shipments from same ports for last four weeks:

Week ending—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Sept. 25.....	133,670	1,643,291	2,973,657	1,179,725	221,174	75,595
Sept. 18.....	133,343	1,630,300	2,291,870	762,095	155,891	88,350
Sept. 11.....	134,361	1,731,200	2,404,175	822,779	74,801	113,036
Sept. 4.....	134,502	1,849,543	3,310,268	993,935	58,048	111,517

Tot., 4 wks. 540,876 6,854,334 10,984,970 3,758,584 509,917 398,498  
4 wks '79. 575,819 11,128,065 7,627,098 1,866,557 564,507 675,733

Receipts of flour and grain at seaboard ports for the week ended Sept. 25:

At—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York.....	98,383	1,368,286	1,947,200	360,451	73,800	137,732
Boston.....	94,132	3,300	186,475	147,050	3,300	1,200
Portland.....	2,500	.....	5,800	1,500	.....	.....
Montreal.....	20,236	290,773	406,518	3,545	186	600
Philadelphia.....	20,898	224,650	155,300	36,660	2,000	4,500
Baltimore.....	15,507	568,400	108,900	40,300	.....	4,100
New Orleans.....	14,993	105,194	71,327	17,647	.....	.....

Total week..... 266,674 2,560,583 2,879,820 607,153 79,286 148,132  
Cor. week '79..... 254,628 5,137,901 1,363,677 479,210 10,998 186,802

And from Jan. 1 to Sept. 25, inclusive, for four years:

Flour.....	1880.	1879.	1878.	1877.
bbls.	7,323,942	7,628,803	6,583,743	5,255,550
Wheat.....	90,831,176	100,889,723	74,811,201	19,698,130
Corn.....	112,034,239	83,012,833	83,574,481	66,635,521
Oats.....	16,437,275	16,371,832	17,836,587	14,036,171
Barley.....	1,683,853	1,820,583	2,717,430	2,424,903
Rye.....	1,508,046	3,105,932	3,660,802	1,630,714

Total grain.... 222,514,589 205,260,753 182,402,501 104,445,839

Exports from United States seaboard ports and from Montreal for week ending Sept. 25:

From—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Rye, bush.	Peas, bush.
New York.....	103,098	1,462,592	867,701	3,137	98,593	2,270
Boston.....	22,750	22,006	215,969	20	.....	.....
Portland.....	70	.....	.....	.....	.....	.....
Montreal.....	6,986	196,215	258,408	.....	.....	87,427
Philadelphia.....	5,900	321,613	81,648	.....	.....	.....
Baltimore.....	14,668	633,936	45,043	500	.....	4
New Orleans.....	1,337	89,000	54,390	.....	.....	.....

Total for w'k 154,809 2,725,362 1,523,159 3,637 98,593 89,701  
Same time '79. 129,389 4,967,774 1,187,695 16,124 214,092 12,463

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit by lake, rail and canal, Sept. 25, was as follows:

In store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York	2,637,072	2,891,935	133,893	18,271	47,655
Do. afloat (est.)	1,020,000	1,690,000	90,000	72,000	203,000
Albany	51,000	43,000	33,000	18,000	62,400
Buffalo	80,810	996,992	447	3,987	1,200
Chicago	1,550,871	4,552,853	175,236	71,482	108,508
Milwaukee	153,032	8,539	13,954	105,139	24,408
Duluth	181,000	—	—	—	—
Toledo	1,306,143	416,325	70,600	4,500	2,964
Detroit	190,364	2,732	6,254	2,633	—
Oswego	40,000	90,000	—	140,000	—
St. Louis	1,158,091	554,796	62,803	1,584	23,109
Boston	39,313	259,632	45,724	3,431	3,766
Toronto	13,835	—	—	114,003	3,766
Montreal (15th)	48,562	7,732	42,827	5,537	3,259
Philadelphia	857,000	396,800	—	—	—
Peoria	20,474	166,575	196,493	3,736	106,114
Indianapolis	186,100	6,600	41,800	—	3,200
Kansas City	165,301	36,645	23,455	5,201	1,504
Baltimore	1,361,619	326,211	—	—	—
On rail	307,725	328,910	1,145,353	108,413	62,352
On lake (est.)	1,725,000	3,240,000	—	—	—
On canal (est.)	1,900,000	3,070,000	—	142,000	39,000

Total Sept. 25, '80	14,994,632	19,190,808	2,105,270	816,486	691,837
Sept. 18, '80	15,419,985	17,303,970	1,484,584	524,950	627,026
Sept. 11, '80	15,147,013	18,700,809	1,513,861	334,215	651,672
Sept. 4, '80	14,715,497	19,011,298	1,625,853	264,407	573,613
Aug. 28, '80	14,405,380	19,183,342	1,591,960	255,896	665,744
Sept. 27, '79	17,180,443	11,312,110	2,277,139	1,011,936	818,211

## THE DRY GOODS TRADE.

FRIDAY, P. M., October 1, 1880.

Business has been quiet in most departments of the dry goods trade during the past week. There was an irregular demand at first hands, and the jobbing trade was light as compared with previous weeks. A fair aggregate distribution of cotton goods, prints, &c., was made in relatively small parcels by manufacturers' agents, but men's wear woollens were noticeably quiet, and repeated offerings of heavy woollens were made through the auction rooms in order to reduce surplus stocks. The print cloth market was excited because of a probable strike among the Fall River spinners (owing to a contemplated reduction of wages in the early part of this month), and dealings were restricted by the indisposition manifested by holders to name prices.

**DOMESTIC COTTON GOODS.**—The export movement in cotton goods has been checked to some extent by the inability of some manufacturers to make deliveries on time, because of the continued scarcity of water, which has seriously interrupted production. The exports of domestics during the week ending September 28 were 1,802 packages, including 703 to Great Britain, 426 to U. S. of Colombia, 241 to China, 181 to Mexico, and a number of minor shipments. There was only a moderate demand for cotton goods by package buyers, but the tone of the market was firm, with a slight upward tendency on leading makes of plain and colored cottons. Stocks of cotton goods are well in hand as a rule, and some makes of brown sheetings, drills, cotton flannels and colored cottons are sold ahead "at value." Prints and ginghams have shown rather less animation, but the best makes are steadily held. Print cloths were in moderate demand, at 4@4 1/16 for 64x64s, and 3 1/2@3 3/4 for 56x60s; but manufacturers were reluctant sellers at these figures, and at the close of the week prices were almost nominal.

**DOMESTIC WOOLEN GOODS.**—There was a steady demand for relatively small parcels of fancy cassimeres and suitings, worsted coatings, overcoatings, &c., by cloth and drygoods jobbers, but operations on the part of the clothing trade were light and unimportant. Large sales of heavy cassimeres, cloakings and beavers were made through the auction rooms, but most of the goods were not of a strictly desirable character, and prices ruled low. Kentucky jeans were in better request, and there was a steady hand-to-mouth demand for flannels, blankets and repellents, prices of which were steadily maintained by agents. Shawls and skirts remained quiet, and carpets were sluggish, but worsted dress goods were distributed in moderate lots to a fair amount.

**FOREIGN DRY GOODS.**—There was a light demand for imported goods at first hands, and prices ruled steady on the most staple fabrics. Black and colored cashmeres were fairly active in private hands, and brought acceptable prices when offered at auction. Silks were sluggish, aside from fine black and colored silks, which were in fair request. Fine satins continued to move steadily, and fancy ribbons were in fair demand. Woollens and linen goods were slow of sale, but steady in price.

## Importations of Dry Goods.

The importations of dry goods at this port for the week ending Sept. 30, 1880, and for the corresponding weeks of 1879 and 1878, have been as follows:

ENTERED FOR CONSUMPTION FOR THE WEEK ENDING SEPT. 30, 1880.

	1878.		1879.		1880.	
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Manufactures of—						
Wool	578	226,174	1,024	365,613	712	277,856
Cotton	552	157,988	1,041	280,918	913	241,147
Silk	496	349,598	1,199	684,171	912	563,235
Flax	872	186,564	1,290	270,110	916	172,931
Miscellaneous	409	91,254	468	125,894	604	139,790
Total	2,907	1,011,576	5,022	1,726,706	4,057	1,394,959

WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET DURING THE SAME PERIOD.

	1878.		1879.		1880.	
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Manufactures of—						
Wool	428	156,217	390	159,464	642	247,033
Cotton	243	53,811	181	57,082	266	79,366
Silk	98	63,798	125	86,942	269	204,642
Flax	289	56,036	289	65,083	513	105,869
Miscellaneous	417	38,793	170	24,971	596	52,223
Total	1,475	368,645	1,155	393,542	2,286	689,133
Ent'd for consumpt.	2,907	1,011,576	5,022	1,726,706	4,057	1,394,959
Total on market	4,382	1,380,221	6,177	2,120,248	6,343	2,084,092

ENTERED FOR WAREHOUSE DURING SAME PERIOD.

	1878.		1879.		1880.	
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Manufactures of—						
Wool	232	85,328	372	135,216	285	115,014
Cotton	88	20,786	183	55,908	180	57,342
Silk	99	64,940	206	180,404	95	73,439
Flax	270	47,096	450	105,371	180	47,626
Miscellaneous	855	45,083	5,048	40,538	38	16,752
Total	1,544	263,233	6,259	517,438	743	310,173
Ent'd for consumpt.	2,907	1,011,576	5,022	1,726,706	4,057	1,394,959
Total at the port	4,451	1,274,809	11,281	2,244,144	4,805	1,705,132

## Imports of Leading Articles.

The following table, compiled from Custom House returns, shows the foreign imports of leading articles at this port since January 1, 1880, and for the same period in 1879:

[The quantity is given in packages when not otherwise specified.]

	1880.	1879.	1880.	1879.
China, &c.				
China	15,946	12,096		
Earthenw.	42,205	30,729		
Glass	54,595	180,994		
Silk	40,859	39,916		
Glass plate	5,367	3,526		
Buttons	10,402	7,787		
Coal, tons	47,778	44,086		
Cocoa, bags	33,063	24,475		
Coffee, bags	1,859,261	1,760,097		
Cotton, bales	5,292	10,190		
Drugs, &c.				
Bark, Peru	27,716	33,943		
Gla. soda	27,122	14,470		
Cochineal	3,203	2,974		
Gambier	83,187	37,276		
Gum, Arab.	5,238	4,169		
Indigo	5,966	4,480		
Madder, &c.	1,081	2,196		
Oil, Olive	39,178	37,702		
Opium	1,442	852		
Soda, bl.-ob.	9,132	13,965		
Soda, ash	46,181	42,471		
Soda, ash	77,394	54,756		
Flax	5,100	2,201		
Furs	9,973	6,917		
Gunny cloth	2,114	663		
Hair	10,194	3,429		
Hemp, bales	188,522	135,386		
Hides, &c.				
Bristles	2,486	1,081		
Hides, drsd	6,513	4,036		
Rubber	50,772	34,922		
Ivory	1,814	1,307		
Jewelry, &c.				
Jewelry	2,764	2,118		
Watches	798	518		
Linseed	390,430	308,114		
Molasses	75,737	80,106		
Metals, &c.				
Cutlery	5,798	3,700		
Hardware	972	473		
Metals, &c.				
Lead, pigs			42,507	9,976
Spelter, lbs			5,001,731	1,335,003
Steel			1,270,219	1,095,743
Tin, boxes			21,011,521	15,566,778
Tin slabs, lbs			249,049	111,729
Paper Stock				
Sugar, hhds				
tea, & bbls			534,884	551,358
Sugar, boxes				
and bags			2,529,706	1,190,832
Tea			648,004	622,260
Tobacco			57,914	36,238
Waste				957
Wines, &c.				
Champagne				
baskets			108,807	81,469
Wines			160,513	135,685
Wool, bales			90,928	40,189
Reported by value.				
Cigars			1,124,316	953,982
Corks			95,605	55,746
Fancy goods			1,058,502	770,106
Fish			425,148	367,912
Fruits, &c.				
Lemons			1,447,355	1,132,631
Oranges			1,369,858	1,454,695
Nuts			654,335	506,647
Raisins			685,609	460,628
Hides, untr.			17,769,732	8,390,076
Rice			256,747	251,275
Spices, &c.				
Cassia			202,911	228,407
Ginger			98,434	113,693
Pepper			473,106	391,479
Saltpetre			292,874	234,868
Woods				
Cork			494,727	368,562
Fustic			65,685	106,893
Logwood			652,767	547,467
Mahogany			186,867	162,988

## Exports of Provisions.

The following are the exports of provisions from New York, Boston, Baltimore, Philadelphia, Montreal, Portland and New Orleans, for week ending Sept. 25, 1880, and their distribution:

To—	Pork, bbls.	Beef, bbls.	Lard, lbs.	Bacon, lbs.	Cheese, lbs.	Tallow, lbs.
London	—	350	179,100	150,100	829,500	11,000
Liverpool	1,342	1,268	224,510	5,635,632	3,175,302	482,317
Glasgow	50	18	8,100	298,725	119,600	55,000
Bristol	55	70	170,100	287,375	428,460	88,000
Hull	65	37	188,900	432,725	—	—
Newcastle	—	—	50,000	679,250	142,800	55,000
W. Hartlepool	—	2	105,000	657,617	57,000	175,000
Per ports	—	—	2,860	194,750	16,360	32,500
Antwerp	—	100	696,800	672,125	10,200	—
Rotterdam	25	—	89,550	26,250	—	395,700
Hamburg	100	25	552,680	—	—	—
Bremen	20	240	1,331,200	20,600	—	—
Ger. ports	—	—	211,200	—	—	566,500
Havre	—	—	83,500	602,775	—	106,200
Spain	—	—	2,640	1,950	—	—
Cent. Amer.	12	34	86,179	5,416	1,064	5,000
Mexico	—	—	45,634	4,993	1,291	2,360
So. Am. ports	420	138	218,054	24,673	974	11,038
Cuba	211	125	475,590	27,533	4,520	392
Haiti	516	73	19,500	3,044	2,632	—
West Indies	349	281	80,472	37,782	1,850	2,310
British Col.	514	119	15,514	4,706	800	4,400
Other count's	6	22	8,358	1,940	514	—
Total week	3,743	3,102	4,895,556	9,769,690	4,792,485	2,013,017
Prev's week	5,017	3,468	8,273,076	11,789,393	3,446,178	1,442,050